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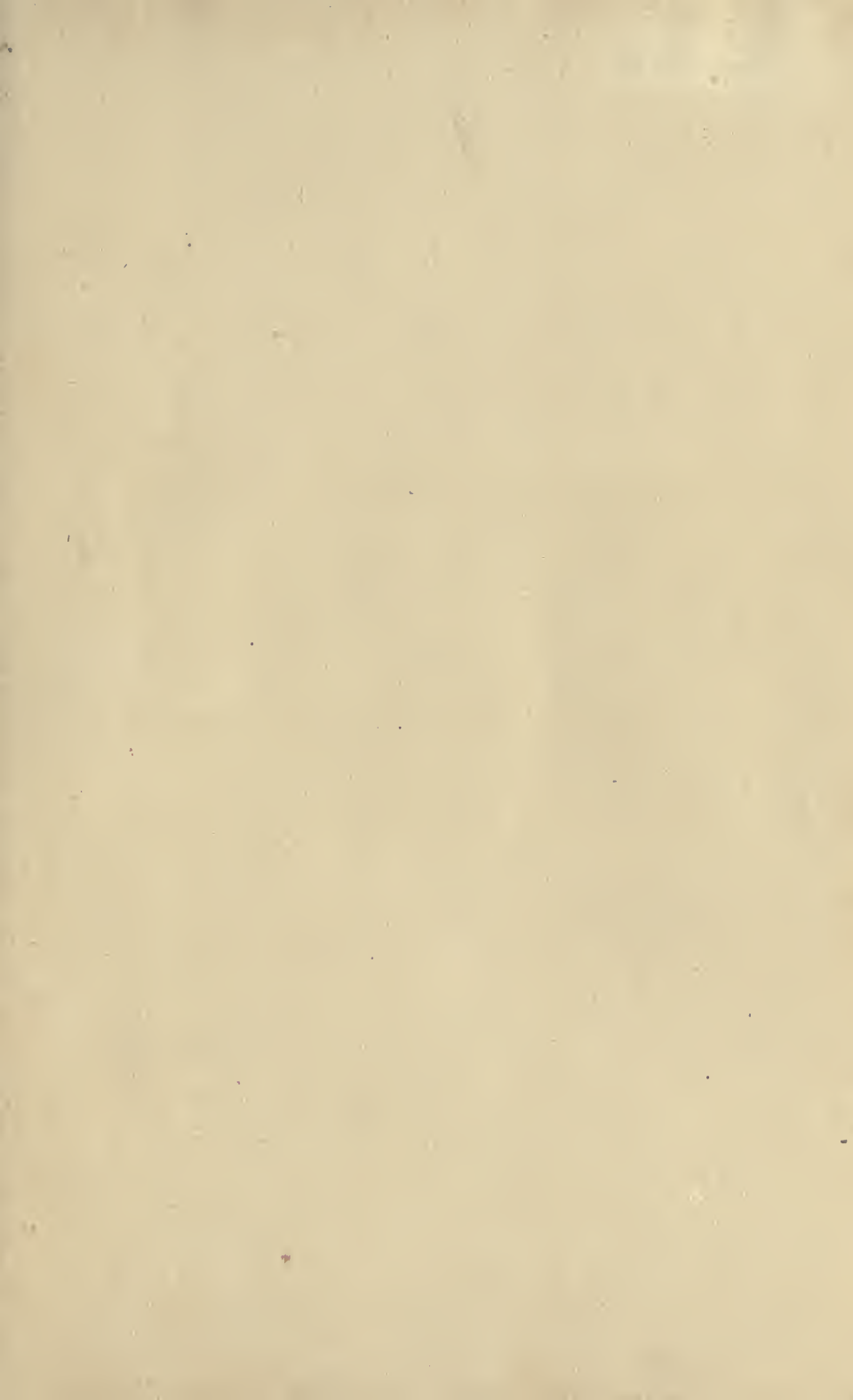
THE PANAMA CANAL

OR

America's Greatest Enterprise

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COL. GEORGE W. GOETHALS, U. S. Army,
Chief Engineer who is in charge of the Panama Canal Work.

SEARCHLIGHT
on
THE PANAMA CANAL
or
America's Greatest Enterprise
By
DAVID NEWTON E. CAMPBELL, M.D.

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CONTENTS

CHAPTER	PAGE
I. Travel to the Isthmus of Panama (Map of the Canal Zone), showing the Municipal Districts, the Waterway, Dams, Railroad, etc.....	9
II. Early History of the Isthmus. Panama seceded from Colombia. Purchase and transfer of the Canal Zone. The Isthmian Canal Commission. Congressional and Local Laws for the Canal Zone.....	15
III. First Day's Experience on the Isthmus of Panama.....	25
IV. Panama (fleas) Indignation Meeting when President Roosevelt was about to visit the Isthmus.....	33
V. Grandeur of the Pacific Ocean and the author's first contact with the Panama "Invincibles".....	39
VI. Houses in Colon and along the Canal Zone.....	45
VII. Origin of the Panama Canal; Words of Ferdinand M. de Lesseps at the First Stroke of the Pick in 1880; Cost of the French Canal; Mute but eloquent evidences of the French Failure; Bad management and reckless expenditure the cause of failure; Sale to the Americans and instrument of conveyance.....	51
VIII. Sad and deplorable condition of the Laborers on the Isthmus	59
IX. Efforts to uplift the Laborers and ameliorate their condition; Letters to that effect sent to and received from Miss Gertrude Beeks, Secretary of The National Civic Federation of New York; Mr. Charles R. Towson, International Secretary of the Young Men's Christian Association, New York; Mr. A. Bruce Minear, Secretary of the Y. M. C. A. on the Canal Zone; Colonel George W. Goethals, Chief Engineer and Chairman of the Isthmian Canal Commission.....	71
X. President Roosevelt apprised of the sad condition of the Laborers on the Canal Zone; Jimcrowism at the Federal Postoffice on the Canal Zone under Republican Administration; Letter on the subject of Jimcrowism at the Postoffice sent to the Postmaster General at Washington, D. C., and his reply.....	81

CONTENTS

CHAPTER	PAGE
XI. The Canal Zone an Ideal Paradise for the White People; Their houses, schools, Y. M. C. A., Women's Clubs, hospitals, roads, gardens, docks, health on the Canal Zone, Charity work of the Isthmian Canal Commission; The Man of the Day; An Idea satisfied.....	91
XII. Some caustic and severe arraignments on the Americans by West Indians and Panamanians, in which preference is expressed for the British Policy toward colored people	105
XIII. A DEFENSE offered for the Americans. It includes the Speaker's Error; Origin of the Cry of Racial Inferiority; The Race-tree proves the Cry to be unfounded; Egyptian ideas common now; How the Egyptians excelled in the various arts; Their glory waned like that of other nations and peoples; Signs of greatness in the present Race-branch; Comparison of the white and black races as slaves; Deterrent effects of the Cry of racial Inferiority; Negroes progress in 41 years under Anglo-Americans; Truly great colored General and Ruler; Distinguished white American acknowledges Negroes' greatness; Complete separation of both Races advocated; Duty of the Present favored Race.....	111
XIV. THE DEFENSE (continued); British Emancipation of slaves in the West Indies; Loss of racial pride the result of the supposed union of the races; Education, its advantages and disadvantages; Lack of progress along many lines; Progress of Negro population under British rule compared with progress of the Negro race under Anglo-Americans; Alphabetical poem; Wonders of the World to which the Panama Canal should be added when completed.....	135
XV. WOMAN, Her Platform, Protection and Treatment....	151
XVI. The United States' offer to the Republic of Colombia by an Act of Congress for the purchase of the Canal Zone	165
XVII. The Panama Treaty, including its preamble and 26 articles	173
XVIII. The Great Work at the Gatun Dam.....	187
XIX. The completion of the Panama Canal. Shall the United States rule the world? Sunday in Latin Republics. Recommendations	193
A Bashful Panama Lover's Wit (Poem).....	202

VIEWS AND SCENES

	PAGE
Colonel Goethals.....	Frontispiece
Map of the Canal Zone.....	8
Native Canoes and Turtle Carroll, Colon.....	24
Views at Cristobal, Canal Zone.....	24
Reservoir back of Mount Hope, capacity 508,000,000 gallons, 1½ miles long by ½ mile wide.....	32
Sunday Bull Fight, Panama.....	38
View of new coal hoist at Cristobal.....	38
Light House at Colon.....	44
Wireless Station at Colon, Isthmus of Panama.....	50
Grand Central Hotel and Park, Panama.....	58
Cock Fight to the Finish, Colon.....	58
Steam Shovel at work in Culebra Cut, showing large rocks in mouth of shovel, which takes up two tons of material at each mouthful, and a new mouthful every 16 seconds.....	70
President Roosevelt's visit to Chief Engineer Stevens.....	80
The Boulevard of Colon.....	90
Mosquito-screen houses along the Canal Zone.....	104
The wooden pier at La Boca, on the Pacific, 800 feet long.....	110
Egyptian products as signs of their greatness.....	134
Castleton Gardens, Kingston, Jamaica, West Indies.....	150
Col. W. C. Gorgas, M. D.....	164
The Bank of the American Nation.....	171
Washington Monument.....	172
The famous Culebra Cut, with explanation.....	186
Honeymoon trip at Panama. The new shops at Gorgona.....	200

MAP OF THE CANAL ZONE.



The Republic of Panama grants to the United States in perpetuity the use, occupation, control of zone of land and land under water for the construction, maintenance, operation, sanitation and protection of said canal of the width of ten miles extending to the distance of five miles on each side of the center line of the route of the canal to be constructed; the said Zone beginning in the Caribbean Sea three marine miles from mean low-water mark and extending to and across the Isthmus of Panama into the Pacific Ocean to a distance of three marine miles from mean low-water mark with the proviso that the cities of Panama and Colon and the harbors adjacent to said cities, which are included within the boundaries of the Zone above described, shall not be included within this grant.

Bank, McHenry & Co., Engineers, Chicago.

CHAPTER I.

TRAVEL TO THE ISTHMUS OF PANAMA.

As I am fond of traveling and viewing new sceneries, it did not take me long in deciding to visit the Isthmus of Panama, where America's greatest enterprise is being conducted. I informed but few friends of my contemplated vacation for rest and recreation, and bidding adieu to wife and children, without any other ceremony, I left Baltimore, Maryland, January 29, 1908.

At 9.40 A. M. I was seated in an express train on the Pennsylvania Railroad Line at Union Station. Soon the signal bell sounded, the engine puffed its curling and ascending smoke, and the iron horse was seen moving at about forty miles an hour toward New York, where I was met by Secretary Bell, of the Young Men's Christian Association. I was greatly impressed by the Secretary's courteous and obliging manner. He took me through the Association building. Everything was in the best order and as neat as could be.

"Well," said he, "the home life of Baltimore is quite different from that of New York. Here the people have no room to turn around. They are usually crowded. Baltimore is the Monumental City of 'beautiful homes,' and the people have plenty of room. Travelers say it is one of the finest cities in the United States, and I believe the statement to be true."

"Yes," I replied, "it is even said by observant visitors that the colored people are better housed in Baltimore than in any other city of the States. What is your address in New York? I would like to know, so that I could send you a letter occasionally during my travels in Central and South America. I intend to see everything that can be seen and make the best possible use of my time."

"Our Y. M. C. A. address is 252 West 23rd street, New York City," he said.

"Thank you," I replied, as I wrote the number in my notebook. "I shall be glad if you will accept a copy of this book for the library of the Association. It will amuse and interest the young men in the science of Astrology, which made the Egyptians famous in ages past. We modern people do not understand much about this important and interesting subject." I then handed him a copy of the *X-Ray of Life*. He accompanied me to Hotel Maceo, which is situated at the opposite side of the same street, near Broadway, where I remained that night.

At 3 P. M. Thursday, January 30th, three signals sounded from the steamer *Panama*, one of the vessels of the Panama Railroad Steamship Company, indicating the time for sailing. Officers and men became busy, and the white-decked ship, belching black, curling smoke from her funnel, was again released from her moorings to sail the distance of 1,975 nautical miles.

As the ship emerged from Pier 57, North River, the usual sights of waiving hands and handkerchiefs, and expressions of best wishes, safe passage, good luck and good-bye were seen and heard.

Few minutes later the imposing Statue of Liberty came to view. As I gazed upon that stately monument, I wondered if my life would be spared to see it again. What a peculiar sensation creeps over a traveler as such thoughts dart through the brain! To me, it was a moment of deep reflection and meditation. The statue diminished in size the farther we went, and finally it disappeared in the horizon. Then Sandy Hook was seen, and soon it receded out of sight. To the east there was a long stretch of indented coast, which seemed to console the mind that we were within calling distance of land in case of accident.

The steamer plunged, racked and squeaked as the rolling waves of the mighty Atlantic dashed with daring and irresistible fury against her deck. "Rough sea," said a sailor as he passed to adjust some ropes. "Yes, sir," I replied, "but I hope it will not continue long at this rate."

"Why, my good fellow, you have seven days of it, and this old and uncontrollable sea is likely to be very much worse. Sometimes it is so rough that a passenger finds it difficult to stand, sit or lie," said the sailor.

"Yes, I am sure the sea was as unruly in Byron's day, when he gave his eulogy on it, as it is now," I said.

"What did Byron say about the sea?" he asked, looking straight at me, as if he thought I did not know what I was talking about.

"Well," I replied, "if my memory serves me right, I think as the poet looked upon the ceaseless surges of the ocean he said:

Roll on, thou deep and dark blue ocean—roll!
 Ten thousand fleets sweep over thee in vain;
 Man marks the earth with ruin—his control
 Stops with the shore:—upon the watery plain
 The wrecks are all thy deed; nor doth remain
 A shadow of man's ravage, save his own,
 When, for a moment, like a drop of rain,
 He sinks into thy depths with bubbling groan,
 Without a grave, unknelt, uncoffined, and unknown!

"Oh, yes, I have heard that poem before. I hope none on this trip will experience that 'bubbling groan' referred to by the poet; for I tell you it is a very sad thing to be buried at sea without any grave," he said as he walked away.

At the suggestion that singing calms a raging sea, one of the passengers said: "Join in a chorus, boys, and let us sing any old tune to these words:

"We are sailing on the ocean,
 Floating, gliding with the tide."

"All right," replied the others. And they did sing, but still the sea raged and its billows rolled.

The shades of evening were then deepening into perceptible darkness, and the canopy was crimsoned with the reflected hues of the setting sun. The sky above and blue sea below presented a picturesque view on the distant horizon. But look for a moment at the twinkling stars! What beauty and magnificence are seen as the heavens turned on its countless electric lights to shine on the restless ocean beneath! What splendor

does the starry heavens present in a clear night on the seas! "How impressive are the sights on the Atlantic!" said I to myself.

"We are now passing Cape Hatteras," said the ship mate. "The sea here is always rough. More ships wreck about this point than at any other part on this side of the Atlantic." The day was clear, but the sea roared, the billows dashed furiously and the wind blew fiercely. Nearly all the passengers took refuge in their beds, and the strongest consolation for safety was the fact that the ship was guided by the master hand of a very renowned captain.

Days came and went without any sight of land. Sunday the Bahama Group of Islands came to view. San Salvador, Mari-guana, Inagua and the Caicos Islands were pointed out to us. Dotted the ocean here and there with their beautiful pastures, one felt inclined to visit such places if it were possible and look at all that could be seen. But the ship was making about fifteen knots per hour, and the islands soon disappeared from view.

Monday morning I awoke and saw the indescribable beauty of the Aurora Borealis in the tropics. But the light appeared to the south of the ship. On land it is seen to the east, and I wondered why the morning light was not seen at its accustomed place to the east. All was calm, and old Sol, like a great ball of fire, soon peeped out of the ocean.

The shores of Cuba were then seen. Look at those verdant hilltops and mountain peaks tossing their proud heads skyward! "The pearl of the Antilles" is, indeed, a beautiful place when viewed from a passing ship. Then Cape Maysi, situated to the western extremity, came to view with its imposing monument as I thought, but I was later informed that what I saw was a "lighthouse."

Soon we were listening to the advice of a man who knew all about the Isthmus. He had been there some years before, when there were plenty of mosquitoes, and when people died like flies in an epidemic. At the time of his visit the people had no water save what they caught in their tanks during a shower of rain. He looked wise from experience and his

words did not fall on deaf ears. He warned all newcomers to avoid "this, that and the next thing," if they really wished to return alive to the States.

We knew the bosom of the tropics was reached from the warm air and gentle breeze. Toward evening the mountains of Hayti were discerned in the distance to the left, and passed that night.

Tuesday the arms of all passengers were inspected by the ship's surgeon, and wherever the vaccination mark was not clearly visible, the vaccine point was used. Next morning land was seen, and our ship entered the harbor of Colon and anchored at Pier 11, where President Roosevelt landed several months before. Everybody became busy. Some were gazing at the tall cocoanut trees, wafting their proud leaves in the gentle breeze; others were attracted by scenes about the dock, and the beautiful lawn near the American buildings along the coast at Cristobal. Although it was only half-past ten o'clock, it was hot like blazes.

Every passenger was ordered on deck to be inspected by the Panamanian health officer, who came on board. His complexion was swarthy, hair jet black, but rich and abundant, look daring, eyes mischievous but kind, face pleasant, height medium and weight about 170 pounds.

He wore a professional beard, stylishly kept, light brown khaki suit, trimmed with brass buttons, and also a pair of yellow leggins. He stood with the American ship officers, and each passenger passed before him as the name was called. His eyebrows were joined, a sign claimed by physiognomists to indicate a vigorous mind.

With his sharp glances, he looked at each passenger carefully to satisfy himself that he or she was in good health. Those whose healthy vigor appeared doubtful were requested to stay aside for the purpose of further examination. Rigorous rules and regulations have been enforced by the Sanitary Department to insure entrance into the country of only healthy individuals.

We were then permitted to land, and joy filled all hearts. How glad a traveler feels to be on shore again after sailing

several days and nights and escaping the perils of the sea! Ashore on the Isthmus! What a contrast is the scene at Colon's wharf with the pier at New York, left seven days ago! The imposing statue of General Aspinwall, which stands on the beach, first attracted my attention. He was the American who first built the Panama Railroad, and his statue still looks across the harbor where he landed years ago with the iron rails of modern civilization.

CHAPTER II.

EARLY HISTORY OF THE ISTHMUS OF PANAMA.

At the court of Ferdinand and Isabella, King and Queen of Spain, Christopher Columbus, through a monk, made his request for ships, men and money to navigate westward to India. At first he was unsuccessful, but was afterward made an Admiral in command of three little ships and 120 men. He set sail August 3, 1492. After a long voyage, on Friday, October 12th, of the same year, he sighted San Salvador, in the Bahama Group, and rejoiced that his undertaking was successful. Cuba and Hayti were visited and a colony was planted.

But his flagship, the *Santa Maria*, had been wrecked, and he had to return home with the *Pinta* and *Nina*. He took back to Spain gold, plants, birds and other animals, together with six natives, which were the wonder of all Spain. Soon he crossed the ocean again and landed at Santa Dominica. Two more voyages were made, during one of which he visited the mainland of South America and sailed around the Gulf of Mexico. He quarreled with his comrades and displeased the new Governor sent from Spain. Finally he was sent home in irons, and died in Spain May 20, 1506.

AN ERROR THAT SHOULD BE CORRECTED.

It has been written and taught that Christopher Columbus discovered the New World. But how can such a statement be true? A bright pupil in one of the schools of Philadelphia, Pa., after studying his geography and listening to the teacher's lecture, asked: "How can it be true that Christopher Columbus *discovered* America and the West Indies, when, on his arrival, he found thousands of families residing in the New World?" The teacher's reply was: "Well, that is what history says, but I cannot understand why it is written that he 'discovered' these places."

This erroneous teaching should have been corrected long ago. If the Indians were inhabiting the mainland and islands of America when Columbus arrived, then it is clear he did not discover them. Nothing more should have been written and taught than that CHRISTOPHER COLUMBUS Was The First Intelligent European Who Visited The New World And Recorded What He Saw And Did, Being Familiar With The Art Of Writing.

HISTORY—

The Isthmus of Panama was visited by Columbus 1494.

In 1513 A. D., Vasco Nunex de Balboa, whose portrait is now to be found on the silver coins of the Panama Republic, sailed in his crude boat up the El Rio Lagarta, or Alligator River, known now as the Chagres. He encountered innumerable obstacles; but, nevertheless, forged his way against the swift current of the river, and, after crossing the western portion of the Cordillera Mountain, he saw, to his great delight, the plains and extensive savannahs adjoining the tranquil waters of the Pacific Ocean. Onward he went until he reached the ocean and bathed his face and feet in its waters. He then claimed all the adjacent land as a possession for the crown of Spain.

After Balboa's additional "discovery" had reached Spain, two years later, Captain Tello de Guzman, a famous sailor, was sent to explore the waters. While sailing not far from the shore, he saw an Indian fishing village, called in the native tongue "Panama," which means abounding in fish, and that name was given to the whole strip of land now constituting the Panama Republic.

In 1518, Don Pedro Arias Davila, governor of the Isthmian territory, settled a colony at Panama, which became a very important center, and trade grew so rapidly that Emperor Charles V. made it a city that year. On the Atlantic Coast the land was called Darien, as the earlier geographies wrote it—"The Isthmus of Darien is Panama."

For more than a century Panama grew in size and importance. It was attacked at times by English captains, as Drake

and Hawkins, who plundered Cartagena, Puerto Bello and Nombre de Dios, along the Caribbean coast. In 1670 Morgan gathered the Brethren of the Coast, French and English corsairs, who, with half a dozen cruisers, twenty-four vessels and 2,200 men, decided to reach Panama and capture it.

Captain Bradley, with five ships and 800 men, soon took and held the stone castle and double batteries, which overlooked the Chagres River. Here Morgan left his fleet, and with 1,200 picked men, in boats, he sailed up the rapid stream. But his men, unaccustomed to rowing against such rapid current, soon became exhausted. They then forsook their boats and attempted to travel on foot by the bank of the river. For more than a week they suffered great torture from the numerous insects, flies, mosquitoes, ants, also from tropical heat and starvation. But the Spaniards had heard of the contemplated attack, and were prepared to give the invaders a warm reception. Fields and gardens were stripped of everything eatable, cattle and food were hidden, and the way by which the enemy would travel was lined with Spanish fighters, who from ambush waged a relentless war on their advancing foes.

Undaunted, however, the Englishman and his followers pressed forward. They fed on calves, dogs, pigs or anything that came in their way. Finally they saw the blue waters of the Pacific, and the savannahs with herds and cattle, and they were encouraged. The Spaniards were apprised of the enemy's approach, and, having an army of numerical superiority, they attacked the approaching enemy in the open country. But the Englishmen were too effective in their aim and soon repulsed the Spaniards. Panama surrendered and was destroyed by fire after the enemy had secured \$10,000,000 in money, also metals, pearls, gems, etc., which the victors took back to the estuary of the Chagres and divided among themselves. Panama city was rebuilt, but was again burnt in 1737.

Transportation was conducted on horseback, but principally in small boats along the rivers. For nearly a century things went on without any change or very important event. By that time all the territory of Colombia, Panama, and adjacent islands had become the Republic of New Granada. In 1848, W.

H. Aspinwall, John L. Stephens, Henry Chauncy and others secured from the Government of New Granada the exclusive right of establishing a railroad across the Isthmus from the Atlantic to the Pacific.

By a special act in the Legislature of New York State the Panama Railroad Company was incorporated, with full powers to construct and operate a railroad across the Isthmus. The Government of New Granada afterward became the Republic of Colombia, which granted a new concession to the Panama Railroad Company in 1867. The Company had to pay the Colombian Republic \$250,000 annually, "and to transport free of charge all troops, chiefs and officers, and their equipage, ammunition, armament, clothing, and all similar effects that may belong to, or may be destined for the immediate service of the Government of the Republic or of the State of Panama, and also their officials in service or in commission, and those individuals who, with their family and baggage, may come to the country in the character of immigrants, and of new settlers with the permanent character of such for account of the Government, up to the number of 2,000 annually."

PANAMA SECEDED FROM COLOMBIA.

Panama, which was one of the largest states constituting the United States of Colombia, had made several previous but unsuccessful attempts to secede and set up a Republic of her own. In 1903, while the Colombian Congress was in session at Bogota, Panama revolted and established a Republic, and Doctor Amador became the first President.

The American Nation, by an act of Congress, approved June 28, 1902, was making an effort to purchase the Canal Zone from the Republic of Colombia, but the Colombian Congress did not consider the proposition with favor. When Panama declared herself a sovereign state, she was recognized by the United States of America. The American proposition to purchase the Canal Zone and construct an inter-oceanic waterway was favorably considered by the New Republic, which accepted an offer of ten million dollars for the tract of land known as the Canal Zone. This territory is ten miles

wide, five miles on each side of the Canal Waterway, and "beginning in the Caribbean Sea three marine miles from mean low-water mark and extending to and across the Isthmus of Panama into the Pacific Ocean to a distance of three marine miles from mean low-water mark, with the proviso that the cities of Panama and Colon and the harbors adjacent to said cities, which are included in the boundaries of the Zone above described, shall not be included within this grant."

TRANSFER OF THE CANAL ZONE.

A Treaty was made between the United States of America and the Republic of Panama, and signed at Washington on November 18, 1903. It was ratified by the Republic of Panama on December 2, 1903, and by the United States Senate on February 23, 1904. The stipulated price of \$10,000,000 having been paid to the Republic of Panama, Lieutenant Mark Brooke, Corps of Engineers, U. S. Army, representing the United States on the Isthmus of Panama, was instructed by the United States Attorney General to take possession of the Canal Zone. On the morning of May 4, 1904, a formal transfer took place, and the Canal Zone passed into the possession of the United States according to the terms of the Treaty.

CONGRESSIONAL LAW ESTABLISHING THE CANAL ZONE

GOVERNMENT.

On April 28, 1904, the United States Congress approved the following act:

"Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President is hereby authorized, upon the acquisition of the property of the New Panama Canal Company and the payment to the Republic of Panama of the ten millions of dollars provided by Article fourteen of the treaty between the United States and the Republic of Panama, the ratifications of which were exchanged on the twenty-sixth day of February, nineteen hundred and four, to be paid to the latter Government, to take possession of and occupy on behalf of the United States the

zone of land and land under water of the width of ten miles, extending to the distance of five miles on each side of the center line of the route of the canal to be constructed thereon, which said zone begins in the Caribbean Sea three marine miles from mean low-water mark, and extends to and across the Isthmus of Panama into the Pacific Ocean to the distance of three marine miles from mean low-water mark, and also of all islands within said zone, and in addition thereto the group of islands in the Bay of Panama named Perico, Naos, Culebra and Flamenco, and, from time to time, of any lands and waters outside of said zone which may be necessary and convenient for the construction, maintenance, operation, sanitation, and protection of said enterprise, the use, occupation, and control whereof were granted to the United States by Article two of said treaty.

"The said zone is hereinafter referred to as the Canal Zone. The payment of the ten millions of dollars provided by Article fourteen of said treaty shall be made in lieu of the indefinite appropriation made in the third section of the act of June twenty-eight, nineteen hundred and two, and is hereby appropriated for said purpose.

"Sec. 2. That until the expiration of the Fifty-eighth Congress, until provision for the temporary government of the Canal Zone be sooner made by Congress, all the military, civil, and judicial powers, as well as the power to make all rules and regulations necessary for the government of the Canal Zone, and all the rights, powers, and authority granted by the terms of said treaty to the United States, shall be vested in such person or persons, and shall be exercised in such manner as the President shall direct for the government of said zone and maintaining and protecting the inhabitants thereof in the free enjoyment of their liberty, property, and religion."

THE ISTHMIAN CANAL COMMISSION.

By an act of Congress, passed June 28, 1902, the President of the United States was authorized to organize a Canal Commission, which was duly formed. On May 9, 1904, the President issued instructions, through the Secretary of War, who

placed the Canal Commissioners in charge of the Canal Zone with power to legislate. On June 8, 1904, Maj. Gen. George W. Davis, a member of the Commission, was appointed governor of the Canal Zone, and prior to his arrival on the Isthmus Major Brooke, who took formal charge of the Canal Zone, continued the work which was being carried on by the New Panama Canal Company. At that time there were about 700 men engaged by said Company in the work of excavation at the deepest part of the great Culebra Cut. The United States Government subsequently bought the rights of the New French Panama Company for the sum of \$40,000,000. In this purchase the United States also acquired 68,887 shares out of the total of 70,000 shares of the Panama Railroad Company. The United States purchased the shares of the Company for the purpose of using the railroad to assist in the construction of the canal. The first Canal Commission consisted of the following members:

Rear Admiral John G. Walker, U. S. Navy, Chairman.
Maj. Gen. George W. Davis, U. S. Army.
William Barclay Parsons, C. E.
William H. Burr, C. E.
Benjamin M. Harrod, C. E.
C. Ewald Grunsky, C. E.
Frank J. Hecker.

Pending the arrival of the Commission's Chief Engineer—Mr. John F. Wallace—Governor Davis was placed in charge of the canal construction work, and conducted it with but slight modification of the French methods. During this short period Maj. W. M. Black, Corps of Engineers, U. S. Army, was at the head of the engineering staff, which position he held until the arrival of the Chief Engineer.

On May 6, 1904, Mr. John F. Wallace was elected chief engineer of the Commission, and assumed his duties on June 1, 1904. Mr. John F. Stevens became chief engineer after the resignation of Mr. Wallace, and Col. George W. Goethals, the present Chief Engineer, became the chief of the Commission after Mr. Stevens had resigned.

CANAL ZONE—MUNICIPAL ENACTMENTS.

The Zone has been divided into five municipalities, namely, Ancon, Emperador, Gorgona, Buenavista and Cristobal. (See map.) The affairs of each municipality are administered by a mayor, secretary, treasurer, municipal judge and council of six, all of whom are salaried. That these municipalities be self-supporting, power is granted them to impose taxes and issue license or privilege of any kind. The incumbents are appointed by the governor of the Zone, and the ordinances are subject to his approval.

The Commissioners have enacted the following:

No. 1. An act to provide for the organization of a judiciary and the exercise of judicial powers in the Canal Zone, Isthmus of Panama, and for other purposes.

2. An act authorizing the appointment of notaries public, defining their duties, fixing their terms of office, prescribing their fees, and for other purposes.

3. An act reciting an Executive order of the President of the United States and to provide for the suppression of lotteries and similar enterprises in the Canal Zone, Isthmus of Panama, and for other purposes.

4. An act to prohibit gambling in the Canal Zone, Isthmus of Panama, and to provide for the punishment and violations thereof, and for other purposes.

5. An act to authorize the alcaldes of the several municipalities of the Canal Zone, Isthmus of Panama, temporarily to continue to exercise the judicial powers and jurisdiction heretofore exercised by them.

6. An act authorizing the exercise of the right of expropriation within the Canal Zone, Isthmus of Panama, as to real estate and immovable property, and as to property that is partly personal and partly real, and providing the method of procedure for exercising the right.

7. An act to provide for the organization of municipal governments in the Canal Zone, Isthmus of Panama.

8. An act to provide for the organization of the executive branch of the government of the Canal Zone, Isthmus of Panama.

9. An act to provide sanitary rules and regulations for the Canal Zone, Isthmus of Panama.

10. An act to provide maritime quarantine regulations for the ports and harbors of the Canal Zone, Isthmus of Panama.

11. An act designating the days which shall be observed as public holidays in the Canal Zone, Isthmus of Panama.

12. An act creating a penitentiary for the Canal Zone, Isthmus of Panama.

13. An act to provide for the temporary performance of the duties of the marshal of the Supreme Court, marshals of the circuit courts, clerk of the Supreme Court, and clerks of the circuit courts of the Canal Zone, Isthmus of Panama.

14. An act to establish a Penal Code, Code of Criminal Procedure, and method of determining the salaries of Army and Navy officers of the Public Health and Marine Hospital Service employed by the Isthmian Canal Commission, and stationed on the Canal Zone, Isthmus of Panama. The Canal Zone has a Legislative, Judicial and Executive Branch. There is a Supreme Court, there are three circuit courts, and five municipal courts.



Native Canoes and Turtle Carrol—Colon, Isthmus of Panama.



View of Cristobal, Panama.

CHAPTER III.

FIRST DAY'S EXPERIENCE ON THE ISTHMUS OF PANAMA.

Many drivers with coaches were waiting on the street opposite the dock. It is their custom to meet all passenger trains and steamers, and carry people wherever they wish to go in or around the city. As I walked from the deck of the steamer I noticed that each cab was double seated, with its license permit attached to its back. Each cabman wore, on a flat piece of metal about an inch in circumference, attached to his hat or a button of his coat, the license number corresponding to that on the back of his cab. In every cab a bell is fixed, which is rung by hand or foot of the driver as warning for pedestrians to get out the way. Some of the cabs with rubber tires were stylish and attractive.

"Come this way! quick and good service!" eagerly shouted the cabmen, who are not allowed to go on the dock. Going near, I said to one of them, "Can you take me to the Rev. Mr. Cook's?"

"Yes, sir; come in. Any one else with you?" he asked.

"No," I answered, "but how far does the reverend live from here?"

"It is only few short squares, about three minutes' drive," he replied.

Then I went in, and off he drove up Roosevelt avenue by the beach, under the tall cocoanut trees. I noticed that he used his whip freely on the little bay pony he drove. At length I said to him, "You are severe on the lash, eh?"

"You better be, sir," he said. "You don't know, but these devilish horses here in this country are just like mules, and worse than bad boys. Most of them won't work without the whip. And don't you forget, I can put it on, too. We have to make quick time, because cabmen have to pay ten dollars each day to the cab owner for the hire of a team. Sometimes a cabman makes fifteen or twenty dollars a day, on good days,

but some days he can't make five dollars, yet he has to pay ten. That's why we have to use the whip to make quick time, if there is a chance to make anything. Wouldn't you use the whip, too, sir, if you had it to do?"

"Probably so," I answered. I, however, pitied the little pony, which apparently was doing his best, though dripping with perspiration from the intense heat, which was about one hundred degrees, though in February. You would pity the pony, too, because he was so lean that every rib could be counted, without the least chance of making a mistake.

He drove along Front street, so called because it is nearest to the railroad tract, and fronts the beach. "I see you have fine streets here, for this is paved with vitrified bricks!" I said.

"Yes, sir," he said, "bad as the Americans are, they certainly put this town in grand condition. Before they came and laid out these streets, you would have to tramp knee-deep in mud and swamp to get along here after a shower of rain. And I have seen women and children fasten in the streets of Colon and had to be pulled out by men. Sometimes the little pieces of boards slip on which they had to walk, and down they sink in mud to the knee. Yes, sir, give the devil his due; these Americans are the greatest people on earth to build up any place and put it in good order. They don't stand back for anything! And work! sir, I never saw anything to beat them working in my life! They are admired here very much for their tact, push and progressive spirit."

Nearly all the traffic is conducted on Front street, and the cabmen usually drive the stranger that way, as much as to say, "We wish you to see what fine driveway we have in Colon."

Turning from Front street on 6th, we crossed Battle alley, then Boliver street to Cash, where the Wesleyan Chapel stands at the corner. The streets are all narrow, with exception of Boliver, which is about fifty feet wide, and is now the town boulevard. The streets are not more than two chains apart, but are nicely paved and kept in perfect cleanliness. Sidewalks are cemented. The work of paving and keeping streets is under the Sanitary Department of the Isthmian Canal Com-

mission, and they deserve great praise for the excellent way in which the streets are kept.

I reached the parsonage and found that the minister was absent, attending conference in Jamaica, which is about 500 miles away by water. Mr. Reid, who was in charge of the premises, told me to bring my luggage and leave it there until I decide on a stopping place.

The charge for a cab ride within the limits of the town is 20 cents balboa, or native money, which is equivalent to ten cents American currency. The coachman waited and drove me back to the dock, and after I had seen my luggage safely in the freight office, he again drove me to the parsonage, making four trips in all.

"How much do I owe you?" I asked when we had reached the gate.

"Two dollars and fifty cents," he replied. I did not know then that the Panamanian money valued only half of our American currency. I gave the coachman a five-dollar note, as I had no smaller change. He looked at it and said, "Just a minute; I have not sufficient change." Instantly he disappeared in a bar-room across the street. And it is no exaggeration to say there are more bar-rooms in Colon than in any other city of its size in the world. The coachman soon returned and handed me five very heavy silver dollars. Then he said as he rode off, "I have taken out my change, sir."

"But, my good fellow, you have given me five dollars back. What does this mean?" I asked. "That's all right!" he said; "it's Panamanian money!" As he rode away, I sauntered to the parsonage and thought over the peculiar change.

"Well, Mr. Reid, I am puzzled," said I, when he came on the porch of the parsonage where I was sitting.

"I gave five dollars to the coachman, who charged me two dollars and fifty cents for his service, and he gave me five dollars change of this heavy money," said I, showing him the change.

"Oh! my!" he said, "that busman knew you were a stranger and *pulled* you! Do you know the number of his coach?"

"Oh, yes; I noted that down as he drove off."

"Well, I am glad. You can have him arrested. How long was he in your service from the time he took you first at the dock to the last time he brought you back?" he asked.

"One hour and thirty-six minutes," I replied. "For straight job like that the fare is one dollar and a half an hour, silver. And two dollars and a half silver would be about right; but you gave him five dollars gold, which is equal to ten dollars silver. He should have taken out his fare and returned you seven dollars and a half silver. So, you see, he has *pulled* two and a half dollars out of you. He took his pay in gold, when he should have taken it in silver. He has pulled two and a half dollars silver out of you; but you can get it back if you desire, as I will accompany you in search of him."

"Oh, no," I replied, "that is all right. Experience costs something, and all of us have to pay for it in some way. Probably if I had the same chance to take my pay in gold, as he had in this case, I would not have taken it in silver. However, that is a lesson for me, and when I travel to another strange country, I shall first get a knowledge of the currency of that country before attempting to spend with the natives."

That afternoon I decided to visit the city of Panama, and my friend accompanied me to the depot. I inquired and found that the distance between Colon and Panama was forty-eight and a half miles, and that a return ticket would cost \$4.80. You can calculate then and see that the charge was ten cents per mile. But what an experience I had at the depot! I thought my last day had come! At the ticket office in front of the window, where tickets are sold, there was a small iron enclosure, which opened at both ends. I was there early and stood near the window, thinking that each ticket purchaser would come in at the one end of the railing, and after buying the ticket at the window, go out at the other. The ticket agent was a native.

As the time drew near and the ticket window opened, the dense crowd pushed and elbowed from both points of the railing toward the window. After buying your ticket it was impossible to go forward or backward to get out. Unfortunately, I was wedged in the center of the crowd. When I

found that things looked threatening, and the throng was constantly swelling, I made a stupendous effort to escape being squeezed to pulp. It was something fierce! My hat went one way and I the other. At length I managed to escape by pushing sideway and bending under the rail. When I recovered my hat it was crushed in and dirty. Once I thought somebody would be squeezed to death. I perspired freely, to be sure, and was one of the last persons to receive my ticket, which was finally bought by my friend. On one occasion a woman was badly hurt as a result of pushing and cramming at the ticket window. Since then the rule has been changed, and it is now compulsory for each person to "fall in line" from one end of the rail only.

The train started on schedule time—4.30 P. M.—and moved slowly from the Colon depot, on Panamanian territory, to Cristobal, on American territory, a distance of about one-fourth of a mile. When it stopped at Cristobal, I stepped out on the platform and saw the commissary building, postoffice, jail, courthouse and bakery. Soon the bell sounded and the train started. As onward it went, looking out the opened window, I noticed that the sea was separated only by a narrow strip of land on which the railroad ties were laid. A wide stretch of the water could be seen all around on both sides. I then bent forward and said to a passenger sitting in front of me: "The sea can easily shake hands here and kiss whenever it pleases."

"Oh, yes," he replied, "as you must have known, this small neck of made-up land, which connects Cristobal to Colon, makes the latter place no longer an island, but a peninsula. The Panama Railroad Company by this little piece of land connected Colon to the mainland years ago; and now the people of the United States intend to connect the Atlantic Ocean with the Pacific."

"Mount Hope!" called out the conductor. "This place," said the passenger, pointing, "was formerly named 'Monkey Hill,' and has been the burying ground during the time of the French. There are more corpse buried there than at any other

cemetery in the known world. It is one mile from Colon, and is still the burying ground for everybody."

The conductor called out again, "The next station is Midi!" "This little settlement," continued the passenger, "is midway between Colon, we left behind, and Gatun, in front of us." But the flying iron horse was soon at Gatun, and my informant said: "We are seven miles from Colon now. There are the machines, or some of the apparatus, which are used in constructing the largest dam that is to be built. Thousands of barrels of cement will be used in building this dam with its giant locks. And the men are working hard and earnestly. Well, I stop off here; good-bye and good luck to you."

As the train ran onward, we passed several small settlements with queer little huts. We next stopped at Bohio. Had I a traveling companion as when I passed the three former stations, he could have outlined to me a short history of each town along the route. The towns of Gorgona, Obispo, Empire, Paraiso, Pedro Miguel and Corozal were in turn called out and passed, and finally gladness filled my heart when the conductor shouted, "Panama! terminal ending on the Pacific! Last stopping place!"

The passengers rushed from the train and soon disappeared in the dense crowd. It was then dark night. I walked out with suit case in hand, but the lamp posts were so far apart, and the light shining from them so dingy, that it was impossible to make out the names of the streets, or discern the numbers on the houses.

"Now I am in a fix," said I to myself. Soon a man came by, and I said to him, "Can you show me King Street, please?" He looked at me and replied, "No comprende English, senior," and passed on. He meant that he did not understand English. I made few other inquiries and received similar replies. I stood few minutes trying to put my question in Spanish, as no one could understand my English, but as my brain probably was very tired from the long journey, I could not recall the Spanish for the sentence—please show me King Street—though I knew the language years ago.

I was relieved from the unpleasant necessity of further mental effort, as a well-dressed colored man came by, to whom I said, "Senor, comprede English?"

"Oh, yes; I am British," he replied.

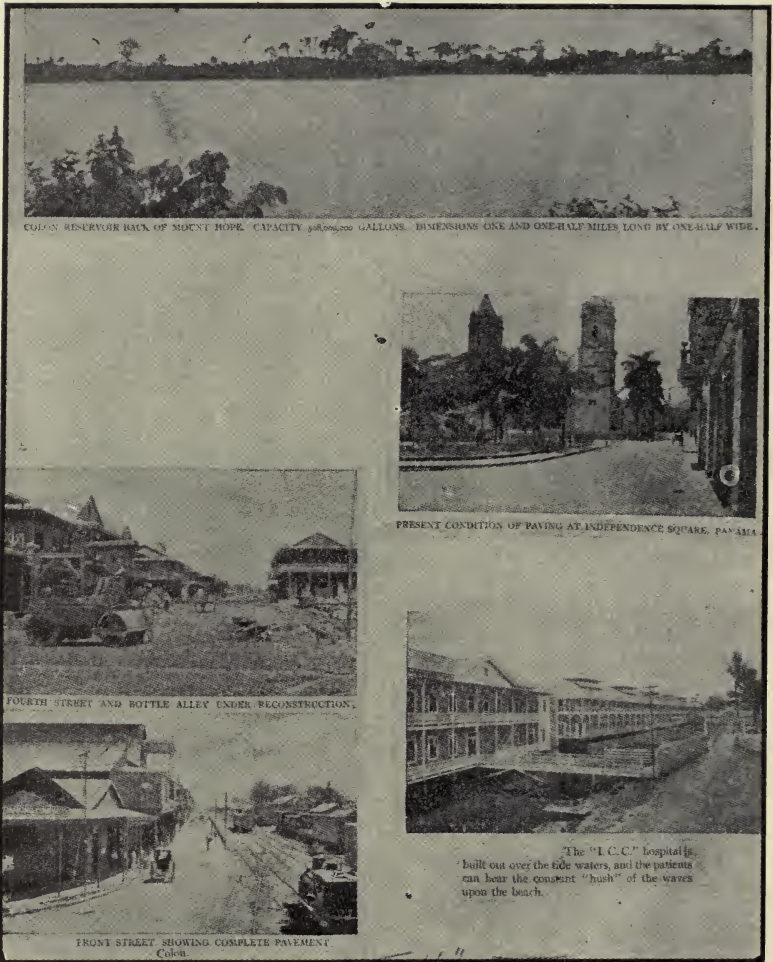
"Well, sir, I am indeed glad. Can you show me King Street and Hotel Grande?"

"Oh, yes, I am going by that way," he answered.

As we walked on I said to him, "It does not appear as if the people here understand much English, because I asked several persons the way, but they did not understand me."

"Only a few of the people in Panama understand English," he said. "Not less than ninety-five per cent. of the population here speak Spanish; it is just the opposite at Colon, where about ninety per cent. speak English. But the Panamanians are learning English rapidly, and in time it will be spoken everywhere. Well, sir, this is King Street, and there is your hotel; good-night."

"I am very much obliged for your kindness, sir; good-night," I replied.



The uppermost picture is the Reservoir back of Mt. Hope. Capacity 508,000,000 gallons. It is a mile and a half long and a mile wide. The lowest photograph to the left is Front Street, Colon.

CHAPTER IV.

THE PANAMA FLEAS' INDIGNATION MEETING.

"A war to preserve racial or national independence, property and liberty from certain universal havoc is a war just and necessary."—Burke.

"Self-preservation is the first law of nature."

"My friends," said the flea chairman, as he rose to speak at a crowded indignation meeting, "since those North Americans came down here our race has suffered much indignity. Those people have introduced every sort of antiseptics to destroy us! They have robbed us of our former ease. During the time of the French we were never molested. We had things our way and did as we wished. I do not know if all of you have heard the recent rumor, which, to my mind, is a flagrant disregard for the rights of others. But, before making further comments, I shall request the clerk to read to us the cause for which this meeting has been called."

Then the flea clerk rose and said:

"At a meeting of the Isthmian Canal Commission the other day one of the chief commissioners called the heads of the various Departments together and said: 'Gentlemen, President Roosevelt is coming to visit the Isthmus of Panama. Everybody knows what a keen observer he is. For this reason, I most urgently request you to have every nook and corner of all public buildings put in the best order. You have no time to waste! Put your best foot forward!'

"But, my countrymen, this is the part you are called to consider. The chief of public hotels was a man of very nervous temperament. When he returned and called his office forces together he said to them: 'Boys, within seven days the President will visit us! Ah, I tell you, be up and doing! His visit is of the greatest national importance! Do you ask why? Well, one reason is that, of the twenty-seven

presidents of the United States of America, none has ever left Washington and visited a foreign country during his term of office. This is the first time, to my knowledge, in the history of the American Nation. Now, boys, there is one thing about which I must remind you! You know that the Isthmus is infested with fleas. And you know, too, that the President is not one of those mortals who will tolerate annoyance! The Sanitary Department is busy cleaning up everywhere in Colon, Panama, and all along the line. But I tell you, boys, the most responsible part of the work falls upon you. The question that confronts us is: 'How can we get rid of these obnoxious fleas, so that the President will not be bothered when he comes? It is quite plain that you have to wage a relentless war against them!'

"One of the subordinates then said: 'Give us an order to the commissary to get antiseptic powders and fluids of all kinds, and we will fix those pestiferous fleas!'

"I am glad you think you can subdue them! Those horrid insects must be destroyed, especially at the apartments where our distinguished visitor will rest and sleep. Go, then, boys; dust, brush, sweep and use germicides freely until every flea is exterminated from where they are likely to disturb the peace of our coming chief!" The clerk sat.

The chairman again rose and said: "My comrades, you have heard what those people intend to do with us. We are to be exterminated for no other cause but the glory and comfort of those detestable Americans! We all know they have used thousands of gallons of crude petroleum and almost annihilated our mosquito cousins, and driven them from the towns into the backwoods of the interior. Don't you know they would like to make the same successful assault upon us? Would they not gloat if they could make similar scapegoats of us? But, thank Heaven, we will never be found such easy prey! No! never! never! They have tried to run us, but we have skilfully evaded their traps in the past, and I hope we will do the same thing in the future. We know they hate us, and we hate them, too!

"But, my friends, just think! A special order has been issued for our immediate destruction! Yes, and it is intended to be carried out, because the President from Washington, we learned, carries a 'big stick' wherever he goes, and brings it down with a vigorous 'whack' on the head of any offending subordinate. For this special reason, the employes here are going to do their level best to kill every member of our race, in the hope of receiving praise from their august chief. Mercy on us, my comrades' mercy on us!

"I believe it! Yes, I do! Let me suggest, as our only remedy, that we get out of the way with all possible haste, and allow the great chief to parade over our country unmolested! I think this is our best plan, not because we are overawed, or will be, by the visitor's presence, but we should remember that 'discretion is the better part of valor.' But, inasmuch as one loses strength when he once gives way to weakness or temptation, I will suggest that if we allow the American President to pass through our country without making him feel the fierceness of our stings, then we must, in the future, make double efforts to pepper everyone who comes within our border on this great old Isthmus! I say these things because I am mightily scared! Indeed, I am! Open confession is good for the soul, and so I tell you the truth how I feel in the matter!" The chairman then sat amid great cheering.

"Mr. Chairman," cried a delegate, who rose and was recognized, "I have listened to your great speech! You have always been frank to express your mind on all important matters. I am glad you have done it this time also. Let me say, however, that I cannot agree with you in the suggestion you have made. This fact should be remembered, that our tribe has always been the 'Invincibles of the Isthmus.' Now, my comrades, I am of the opinion that the glorious records of our forefathers should be upheld and supported! Our fame should be known far and wide! And, irrespective of birth, fame, position or reputation, anyone who walks on the soil of the Isthmus should be made to feel the pangs of our stings. Let no man escape! The naturalist, Charles

Darwin, did not write anything about us when he traveled through our country years ago. Probably we were not important enough for him to write about. Yes, we are small, but it is time for the outside world to know something about us. I say bury deep your profiles in the body of every intruder on our shores! It is time for all mankind to know who we are! Yes, it is time they should know what to expect from our tribe when they come to the Isthmus of Panama! Mercy on them, for my part!"

"Mr. Chairman and fellow-delegates," said another member, "I endorse the sentiment of the speaker who has just sat. I have been an old veteran on the Isthmus from the time of the French. Those Frenchmen never molested us! They had never tried to annihilate our mosquito friends. These hateful Americans say all insects must go! They have never made a greater mistake than when they include us, too, in their list. We know how to fight; then let us fight! Those who cannot hide in the crevices of the floors, secrete yourselves in old walls, dirty corners, dark crevices, and anywhere to evade detection. Some of you are bold and daring, others are shy and timid; some are large, others small, but all can fight. If you are not bold enough to attack in the daytime, when the brightness of the sun usually aids in your capture, then lay low and quiet during the light, and creep out in the darkness of the night. Then pepper your foes! Let them feel so that they might know! My friends, arise and acquit yourselves as none but members of our race can do! Remember the boldness and daring enthusiasm by which your ancestors were characterized! Remember that we have never been subdued or conquered! Lords and ladies, great and small, old and young, rich and poor, white and black, should all be reminded who we are! Let them know it by the sting of your lance! My advice is that the President, like other mortals, should be made to wimple by our fierce stings. Why should he be exempted? Why should he not share in common with others what we have to give?"

"I believe there are delegates present who will volunteer and risk their lives to uphold the traditions of our race! Who will undertake to defeat even the great American President, and compel him to bow and seek you? Have you lost the elasticity of your muscles? Can you not jump as before? Who will lead against the foe in this essential onslaught?"

Thousands of voices responded: "I will! I will! Don't worry!"

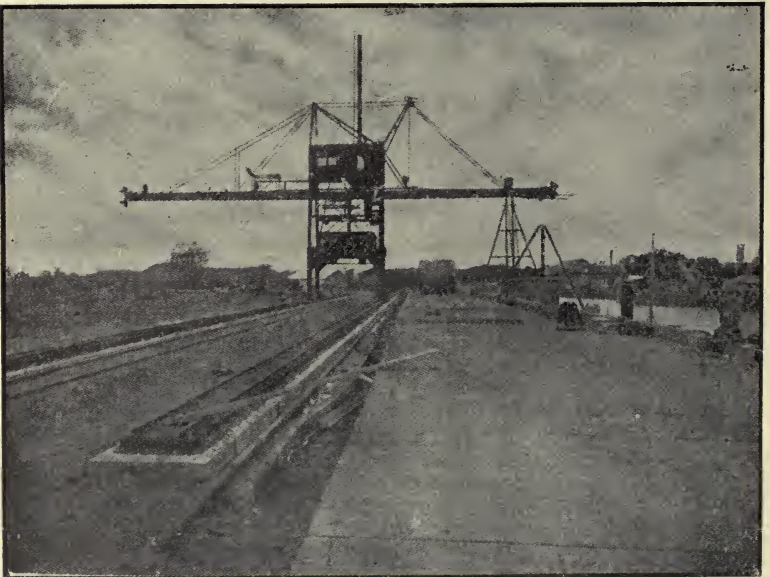
"The knowledge that there are among us ready and willing volunteers, who will not hesitate to perform this most delicate task, should make us all rejoice. Yes, get into the mattresses and hide! Dodge all the germicides they might use and add luster to your glorious records!"

Thus encouraged, these determined "Invincibles" sent their darting lances in the flesh of all persons who have gone to the Isthmus. If you contemplate making a trip to the Canal Zone, whoever you might be, remember that a host of these "Invincibles" await you. They are sovereigns of the Isthmus. Have they ever been tamed or shall they ever be subjected? No!

The President, on whose special account the above indignation meeting was held, might be able to relate his experience with the Panama "Invincibles;" but let it suffice to say that he did not escape unharmed. I shall tell my experience with them in the next chapter.



Sunday Bull Fight—Panama.



View of New Coal Hoist at Cristobal, Isthmus of Panama.

CHAPTER V.

GRANDEUR OF THE PACIFIC AND CONTACT WITH THE "INVINCIBLES."

Being very tired, I retired early after finding the hotel. But was not I glad the following morning when dawn came? I peeped through the huge door of my sleeping apartment, which, at my request, was left opened during the night to "catch the fresh air." The rays of the rising sun could be seen on the surrounding hilltops. But with the appearance of Old Sol comes the great heat also, even at early morning.

Soon I was out on the wide porch adjacent to my room, and, being on the second story, I could see far away. And what do you think? There came to view the blue waters of the Pacific! How impressive to me was the sight of the "king of oceans" can never be described. It must be remembered that this is the largest of the oceans, and covers more than a third part of the surface of the earth. The extent of its surface is more than the combined area of the five continents. What! To be sure it is!

The Pacific stretches through more than 130 degrees of latitude, which means about nine thousand miles one way. But what about its other measurement? Why it stretches to about 170 degrees or twelve thousand miles. A body of water so vast and extensive, must of necessity have a great influence upon the earth's surface, and should be of the highest importance to man.

While thus admiring the natural beauty and grandeur of nature's magnificence in the tropics, some one, in a strong voice, said behind me, "Good morning!" I looked around and answered, "Good morning, sir, and how are you?"

"Fine as silk. And how did you rest last night?" he asked.

"I rested well the earlier part of the night, but something got into my bed later, and made it so warm for me, that I thought once I was in ants' nest. You can see, sir, some of

the mounds and ridges on my hands or body as a result of the assault," I replied.

"Aha! ha! ha!" laughed the gentleman; then he said, "It's too bad, but my friend, it's nothing but fleas! They are not very plentiful now, but they generally attack all newcomers. These fleas on the Isthmus are quite different from the others elsewhere. They know strangers, and for the first few nights in this country they will attack you in spite of fate; it does not matter where you go to sleep. But it won't always be so. After a while they will let you alone. But when I came here first! Why, I had to set up nights after nights trying to keep out of the reach of those awful pests. They ate me until I felt like running into the Pacific Ocean! It is all right in the day, but when night comes it is fierce in some places. But you soon become use to it."

"No, sir, I beg your pardon. I will never get use^d to what I felt last night! Why, their stings smart like a young wasp's!" I replied.

"I have known people who had to leave their beds, and seek refuge in hammocks on the porch to avoid these pests, but after a while they were not molested," said he.

"At that rate your fleas are like college boys, who 'ordeal' 'haze' or 'initiate' all newcomers, then let them alone to experience university life," I said. "That is it exactly," he answered.

"I see your Panama streets are very clean."

"Yes, sir," he replied, "this is a new Panama, and there is no comparison between it and the old. It does not look to be the same place.

"Formerly we had mud and awful footpath to contend with, but now our streets, avenues and sidewalks are vitrified and cemented. The city of Panama, and capital of the Panamanian Republic, can be considered a splendid summer resort for any civilized people. Of course, we will never get rid entirely of fleas."

"Have you any similar pests here?" I asked.

"Yes, a host of them. The others do not come so near to us as our house foe. We know that the mosquitoes were a

terrible foe. Through the clever work of the Americans, we are almost rid of that pest entirely. I remember in the time of the French, it was a common thing to meet a person, whose face was so disfigured, one would suppose that such was suffering from a bad case of small-pox. We have also the white soft ants, which feed on woods, usually eating out the center. If these insects get into your house, you must be quick to get them out, or the roof would soon come down with a crash. And there is another specie known as 'the army ants.' Ah! they are a caution! They move from place to place in large numbers. If they encircle a building and go through it, they devour mice, rats, scorpions, roaches, spiders, snakes, if any be near, then disappear with the same suddenness as they came. It is on record that the army ants even destroy unprotected infants left asleep in the home."

"I see! you have dangerous insects here! Are there any more?" I asked.

"Why! to be sure! plenty of them. Scorpions, milipeds, roaches and spiders grow here to enormous sizes. You would mistake some of our scorpions for young lobsters. Now when it comes to snakes! Mercy on you! No part in the world can surpass Central and South America for large snakes. Have you not read of the various kinds of serpents we have here? Well, in that matter other places have to take the back seats."

"Well, don't you think our American people are ingenious enough to destroy any other pests as they have done the mosquitoes?" I asked.

"No, sir, we all know the Americans are very inventive, but they will never be able to rid Central America of pests. There is a sort of fly here that scientists have failed to discover in spite of their efforts to do so. Whenever that fly stings anyone, it leaves a larve or some sort of deposit, which in time develops a worm in your flesh. It soon produces a peculiar painful sensation, the larger it grows. Finally the sufferer is forced to seek a physician, who slits the skin and removes a hideous-looking little worm covered with tiny hair. There is

also the 'minnie fly,' which stings like the mosquitoes, but is so small that the naked eye can scarcely see it."

After breakfast, I decided to visit the Administration Building at Ancon. It is something spacious within and without. There I met Dr. C. C. Carter, chief of hospitals, and Colonel Gorgas, chief of sanitation. On my return into the city, I was attracted by some native fruit venders, from whom I bought three small tangerines, for which I paid 20 cents. Then I peeled one of them, as I thought it would allay my thirst, and then threw the rind into the street.

"No, sir," said a fellow near by, "if the police saw you do that, he would arrest you. No one is allowed to throw anything on the street, never mind what it is." He then stepped forward and took up the peeling, which he placed in a refuse can. "These refuse cans, sir, are placed all along the streets for the reception of refuse materials. And they are so very strict down here that they will arrest a person for any trivial offense, and the Alcalde will impose a fine, whether you are a stranger or not."

"Thank you for the information," I said. "I did not know of the existence of such a law, but I am aware that ignorance is no excuse in law."

"There they come! If they were in sight, they would certainly have you before their Alcalde or judge, who, finding you a stranger, would probably release you on payment of cost. But if you could not speak Spanish, and an interpreter should speak for you, then it would cost you more than the cost of arrest, for you would have to pay whatever the interpreter charged."

I looked and saw two Panamanian policemen coming up the street. They were small fellows dressed in helmets and clothes trimmed with brass buttons and a dark seam on their pants. These policemen can always be distinguished from the Zone, or American policemen, who are usually dressed in khaki suits, trimmed with brass buttons, soft brown hats and yellow leggings.

I beckoned to a passing cabman, and told him I would like to see a little of the city and suburbs. We drove up King

Street to the park, which was clean and properly kept. Many people were seen sitting about the park, some conversing, others selling Duque's lottery tickets. Cabmen and cabs were numerous.

"That's something new for you to see, sir," said the cabman, as he drove toward the ocean from the park.

"What is it?" I asked.

"The waters of the Pacific have receded back about a mile. It is now low tide, at which time persons can walk for a considerable distance on the sand into the sea. Few hours hence it will be high tide, and, where no water is now, there will be sixteen feet of water, enough to float the largest ship."

It was very hot, so I asked the driver to return me to my stopping place. I decided then to return to Colon on the Atlantic side, and, as I was desirous of seeing all the stations along the line, I bade adieu and left the City of Panama on the afternoon train.



Light House—Colon, Isthmus of Panama.

CHAPTER VI.

HOUSES IN COLON AND ALONG THE CANAL ZONE.

"There is much common sense in your form of building houses here in the tropics," said I to a contractor to whom I was introduced. "And I am sure they have certain advantages over ours in the United States of America. How high are your ceilings, and the usual dimensions of your rooms?"

"In a three-story house, the ceiling of the first floor is about fifteen feet high. You see, we generally use 16-foot lumber, and to avoid sawing off any portion of it, we just nail up. The second-story ceiling would be about 12 feet high, and the third about 10 feet. But, as a rule, the houses here are only one and two-story in height, with about the same average height in ceiling. Sleeping rooms are usually about eight feet square."

"In the States we could not well make ours as high, because the houses must be heated in winter, and with your rate of space, each room would require about half ton of hard No. 3 coal each week for fuel; but that is not the point I had in mind, as to superior advantages. Your houses here are so constructed that there is a five or six-foot veranda. In some buildings it extends all around; in others, it goes only half-way around, yet each story has its own porch, so that your people practically live in the open air all the time."

"When the children return from school, they either romp on the pavement below or on the porch above until bedtime. And then they can sleep upon the verandas if their parents or guardians allow them. If they step from the porch to an adjoining room to sleep, the ceiling is high, and, being uncovered by mortar or paper, the exhaled breath escapes freely and easily. And as soon as the carbonic acid gas from the lungs escapes through your roof, there are numerous trees and plants not far away ready to absorb it. So whether you are

asleep or awake you are all the time breathing fresh air," said I.

"That is so. And since the Americans took charge of affairs, plumbing must be installed in every house. In nearly every dwelling you will find toilets, hallways with an electric light burning all night, bathrooms, though large enough for only one person to stand. We do not use any bathtub, but the shower bath spicket streams the water from above upon you in such nice way that one feels it is the best way to take a refreshing bath. You see, in using the shower bath, there is no danger for one person to contaminate another with skin disease, or any other affection that is contagious.

"Certainly, it costs the landlord a small fortune to install plumbing in his house. It ranges from \$250.00 to \$750.00 gold for each house. That is what I am told. Certainly, there is a company from the States that does the work, and since it becomes law for all houses to have sewers, and that part of the work is connected with the sanitary rules, the company monopolizes the entire trade and compels everybody to accept their terms. They charge landlords just what they choose. Of course, if the landlord cannot afford to pay for his plumbing when it is put in, then the company allows him time, and collects the bill each month as the landlord collects his rent," said the contractor.

"Why do you say the sewer company monopolizes the entire trade and compels every landlord to accept its terms?" I asked.

"It is like this," said the contractor, "there are many men here who can put in the pipes and install the whole machinery for very much less than the sewer company charges for the same work. But here is the point: Whenever plumbing is done in the house, an inspector from the Sanitary Department, or in some way connected with said department, must examine the work and 'pass it.' Whatever the inspector says 'goes.' It is in his power also to condemn the work, and if the work is condemned, the landlord has to do it over and over again until it 'passes.' Well, of course, whenever landlords employ anyone else than the sewer company's people, the inspector will soon get to know it. And whenever the work is

completed, and he is called to examine it, he simply condemns it. This is the way the elephant treads upon the ant in that matter. In the States you would consider an act of that kind illegal, as it stifles competition and monopolizes trade, but with us, why, it is all right; and your President's declaration of *fair play* to all people is never considered here."

"Well," I answered, "I am sorry to learn that fact about the sewer company but, to return to our subject, let me say that, in the States the fierceness of the cold compels the people to be indoors during winter; and our ceilings are so constructed that vitalized air from the lungs cannot escape from our rooms as easily as it does here. Of course, we open our doors and windows, but in spite of our hygienic knowledge, we often re-breathed the air once expelled from the lungs."

"I see," said the contractor, "but America has so many ingenious inventors that some one could introduce a system by which port holes for the escape of vitiated air could be arranged. This could be done by having a piece of metal about a foot in circumference, with holes punched into it like a grate on one side, while it arches over into a pipe on the other side. This piece of metal could be arranged in the highest part in the ceiling of such room, and would pass up into the wall or by the side of it to conduct away the impure air, just as the stovepipe carries away the smoke, or the pipes of latrobes and furnaces conduct heat to the various rooms in your American houses. Yes, I have been twice to New York and once to London, England, so I know all about furnaces and heat in the house."

"Well," I answered, "that's a scientific idea, indeed. And it seems practical and logical. I am sure if you were to come to the United States and introduce that new system in house-building, it would not be long before you would be a millionaire, provided you first patent your idea so that no one could make use of it without authority from you. Yes, and am satisfied that a simple device of that kind, installed in our homes, would reduce our national mortality about twenty-five per cent. If we were to trace effects to their causes, we would find that many of the people die as the result of insufficient oxygen in their lungs. The lack of fresh air im-

poverishes the blood, and when the germ of tuberculosis, pleurisy, pneumonia, la grippe, or any other dread disease enters the system, and finds the blood poor, and consequently weakened and debilitated organs, then development of the disease takes place rapidly, and the victim succumbs.

"If that person had plenty of oxygen, and pure blood capable of resisting the attack of the germ, there would not have been a successful development of the disease, and, consequently, no fatal result. As a result of your well-ventilated houses; there are very few cases of the diseases I have named above to be found in Colon. Your chief scourge here is malaria, which the Sanitary Department of the Isthmian Canal Commission has almost brought under control."

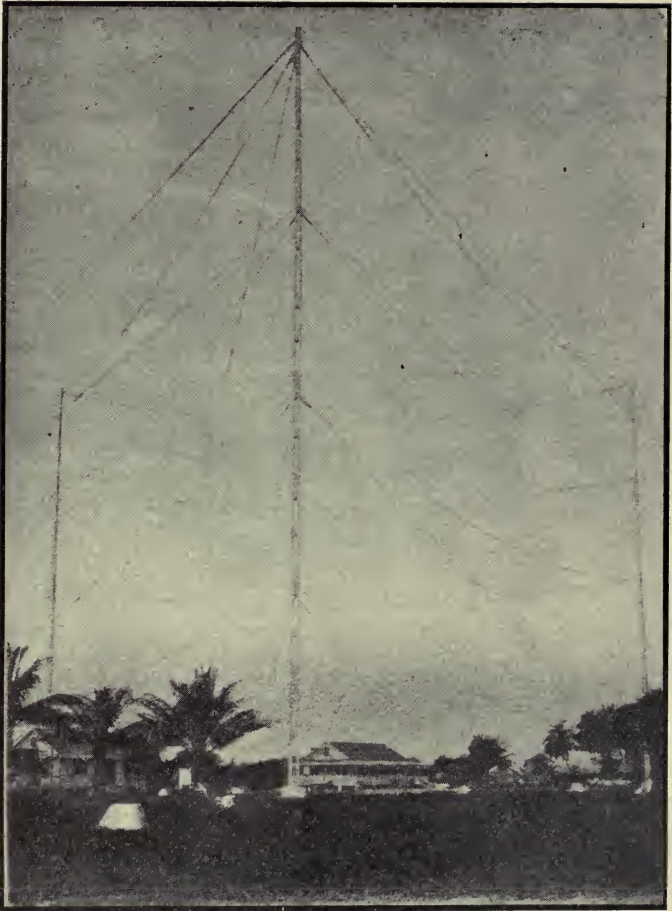
"Well," said the contractor, "I am glad you have found something favorable to us. "Yes, you speak about breathing abundant oxygen; if the air could be gotten control of by some of these American concerns down here, you would not have the chance of speaking about our good luck and superior hygenic homes. Why, my dear sir, we would be like fish out of water. Don't you know, every inch of ground here in Colon is the property of the Panama Railroad Company? That every person who owns a house in Colon and many parts along the line must pay monthly rent for the lot to that company? And the rental is something fierce. There are lots on Front street for which the renter pays \$600.00 gold a year; many lots cost \$300.00 gold per year, but the rental is payable monthly. That is the chief reason why rents are so high.

"Many people think the landlord is getting rich fast, but the idea is a mistaken one. Rooms eight by ten feet cost \$25.00 balboa, or \$12.50 gold per month. Take this two-story house, for instance, in which you live. It contains 20 rooms. Take a dollar off each room and let us figure at the lowest cost. This house then brings its owner little more than \$240.00 gold each month. Out of that rent the landlord must pay the ground rent to the P. R. R., he must pay water rent to the water company, and, don't forget, they charge so much for each gallon used, as each house has its meter. And they don't hesitate to sink the sword to its very hilt in charging water rates. I

would venture to say this house cost nothing less than twenty dollars gold per month for the water used here. Then he must pay the Electric Light Company for whatever electricity burned in the hallway. They, too, are very high. Now for the Sewer Company. Everybody knows who they are in the charging business. Then your city tax and insurance. You can't insure a house in Colon today under eight per cent. That is, if your house values \$2,000.00 gold, you would have to pay \$160.00 gold insurance per year. And insurance companies are not anxious to issue policies for houses in Colon, for they all call the place 'the fire zone.' The severe climate on woodwork and paint renders it necessary to paint a house once every year, if you wish it to have a neat and decent appearance."

"Well," said I, "never had I the slightest idea that landlords had so much expense attached to property in Colon. I have noticed some difference between the construction of American made houses in Cristobal and the native houses of Colon."

"Yes," he replied, "the ceiling in the American houses is lower than in the native houses. But the American built houses are so very much neater in appearance and workmanship."



The Wireless Station at Colon, Isthmus of Panama.

CHAPTER VII.

ORIGIN OF THE PANAMA CANAL AND WORDS OF M. DE LESSEPS AT THE FIRST STROKE OF THE PICK.

"How did the Panama Canal originate?" I asked an experienced engineer on the Isthmus.

"Well," he replied, "history informs us that in 1878 Lieutenant Lucien Wyse and his companions secured the right and privilege from the Colombians to construct and operate a canal. In 1879 an international congress, consisted mostly of engineers, gathered to discuss plans. There were 135 delegates present, eleven of whom came from the United States of America.

"M. Ferdinand de Lesseps, the celebrated French engineer, who was at the zenith of his fame, was also present. His recent achievements at the Suez Canal at that time made him the popular and leading spirit at the convention.

"This distinguished body of men decided that a sea level canal could be built between Colon or Aspinwall, on the Atlantic, and Panama, on the Pacific Oceans, in eight years, at the cost of \$217,000,000. Soon afterwards a French company—The *Campagnie Universelle de Canal Inter-Oceanique de Panama*—was formed, under M. Ferdinand de Lesseps as president.

"This company, it is said, paid Lieut. L. Wyse and his associates \$2,000,000 for their rights, and took charge of the canal in 1880. In January of the same year, at the Pacific entrance of the projected ship canal, M. Ferdinand de Lesseps, who was the chief orator on the occasion, spoke as follows:

"By the authority of the Republic of the United States of Colombia, with the blessing of Monsignor, the Bishop of Panama, in the presence of representatives of all governments and of those of the United States of Colombia, with the assistance of the members of the technical commission charged with the investigation of the Universal Interoceanic Canal, M. F. de Lesseps, on this first day of January, 1880, made the first

stroke with a pick, at the point determined upon for the beginning of the maritime canal on the coast of the Pacific. All assistance in order, please turn some earth with the pick, as a sign of alliance of all peoples in the work of uniting the two oceans, for the good of mankind.' ”

Turning over some old canal records from the time of the French, my informant said, “There it is. The *Bulletin de Canal Interoceanique* of February 1, 1880, says:—

“At the grand banquet which closed the fetes given by the Colombian Government in honor of M. Ferdinand de Lesseps, and, after the toast by the representative of the United States of Colombia, M. de Lesseps responded as follows:

“The orator who has preceeded me told you of the scientific reasons that have influenced us in deciding that the line of the interoceanic canal shall run from Colon-Aspinwall to Panama. The investigations of the technical committee between the Bay of Limon and the Bay of Panama confirm this decision and at the same time constitute the base of an appeal to all the nations to contribute to the capital for doing this great work, whose benefits will be enjoyed by all peoples.

“But what will be the powerful motive that will give the final impulse towards forming the Universal Company for the construction and maintenance of a Panama Canal? It will be public opinion, the dominating power of our epoch, represented by the press of all countries. I propose a toast, therefore, to the reporters of the press of North America, Central America and South America, and to their honorable brothers of Europe, Asia and Africa.’ ”

To that toast, a representative of the American press from the New York Herald responded thus:

“I am honored in being allowed to say some words as representative of the American press, to which M. de Lesseps has been so courteous. It is a pleasure to see assembled here so many of the intelligent citizens of Colombia, to be in the company of these men of science, of capitalists and of others who are distinguished by their talents and their deeds. But, above all, it is a satisfaction to stand in the presence of that man who has made his

name immortal by his incomparable work of joining two great seas by means of the Suez Canal—a satisfaction that is increased by the idea that we are assembled here on a mission of as great importance. The canal that already proclaims the genius of M. de Lesseps is a work which will procure the immense benefits of commerce to humanity throughout the generations which have not yet seen the light of day. And here I wish to say that the magnificent steamer which has brought to this shore M. de Lesseps, his interesting family, and the corpse of able engineers which accompanied him, bore a name of good augury, the name of La Fayette, the faithful friend of George Washington, lover of liberty, and staunch apostle of American Independence.

“Faithful to his promise that the beginning of 1880 would witness the inauguration of work on the Panama Canal, we have seen M. de Lesseps begin the year with the event that will always have a bright place in the pages of history. I refer to the commencement of a survey for a route of a canal across the Isthmus, which was begun on the first day of January at the mouth of the Rio Grande.

“This seems to me the most formidable enterprise, but as I am only a journalist, whose duty it is to write the facts as they are presented, and not an engineer, it would not be proper for me to speak words of criticism touching the nature and immensity of the obstacles to be surmounted. But I may say that this is a work of immense importance to humanity, not alone in our age, but also for the good of others who will follow us.

“Do not undertake this herculean task for our epoch alone, but also for posterity. That the canal is to be an international waterway constitutes in itself a sure guarantee to the world that it will not be employed by any one power to the detriment of any other; and the fact that all nationalities are united in this banquet table proves the desire of the great man who is here with us this evening to build a canal for the world. Therefore, these old friends, the United States of America and fair France, join hands with the Republic of Colombia in undertaking the task so worthy of their greatest efforts.

"Let the good work go on! M. de Lesseps is, indeed, the man who can carry it on with energy. In doing this he will add another laurel to the crown which he has already won, and, at the same time, he will show to the world the grand spectacle of the joining of two great oceans.

"In this manner will be joined commercially the turbulent Atlantic and the calm waters of the great Pacific. Finally, it is right to recall that the progress and welfare of our age demand a canal, whether it be here, or follow some other route."

VAST SUM SPENT.

For ten years the work went on. In 1892 it was found that the French company had expended the enormous amount of \$260,000,000, though only a small portion of the work was completed in comparison with what was left to be done. In 1894 the company reorganized with a capital of about \$13,000,000, and also had its concession extended to 1910. In 1899 about \$8,000,000 of the capital stock of the reorganized company was expended and not much work done.

ELOQUENT MUTE EVIDENCES.

Mute but eloquent evidences of the work and failure of the French can be seen all along the line from Colon to Panama. As the observant eye gazes here and there upon rust-covered cars and engines, stretching at times to the distance of half a mile in length, a peculiar tinge of sadness fills the mind. Look there at those decayed machinery embedded in the earth with tropical vines and trees growing upon and around them! What unwritten truth do they tell? Even by the swift current of the Chagres River, rust-covered dredges are to be seen in its banks. Are not these mute memories of the past, the shattered hopes of the French? What was the cause of the failure of the New French Canal Company? The answer is, "bad management!"

SOURCE OF FRENCH COMPANY'S MEANS.

It is estimated that about \$400,000,000 was raised to construct the French Panama Canal; that the money came from

the pockets of the humble French peasant as well as from the wealthy. Gold flowed like a stream into the coffers of the French Company from all classes.

BAD MANAGEMENT AND RECKLESS EXPENDITURE.

The author has talked with men on the Isthmus who said they had friends and acquaintances, during the time of the French, whose names were on half a dozen payrolls at the same time. It was a secret understanding between certain men and the time-keepers. Those men with their names on various payrolls would slip from gang to gang each day, or as often as it was possible to do so, and the foreman would mark them "present." On pay days they would again slip from gang to gang and draw their pay, then divide the spoil with the time-keepers and foremen.

Never was money more recklessly spent! When the French Company asked for six million dollars, they received almost twice as much. But the vast sums at their disposal led to graft and extravagance. It is said that Ferdinand M. de Lesseps erected a mansion at the cost of \$100,000 at one place, and at La Boca he built a summer home at a cost of \$150,000. He received \$50,000 per year salary, and \$50 per day extra for traveling expenses. At that time he traveled in his own private car which was built at the cost of \$34,000.

Stables at his disposal cost upward of \$500,000; hospital facilities under M. de Lesseps' management cost between six and seven millions. There was nothing done to prevent the spread of disease, but ample accommodation was made to take care of those who were sick. As an evidence of the reckless way money was spent, it is said, 15,000 torchlights were bought and stored away which were intended to be used for illumination at the completion of the Panama Canal. Necessary and unneeded implements of all description were purchased for the work. So numerous and variegated are the machineries left on the Isthmus by the French that no American engineer has been able to tell for what use some of them were intended.

SALE AND TRANSFER OF THE FRENCH CANAL COMPANY.

The Government of the United States purchased the rights and properties of the French Canal Company for \$40,000,000. This sale was finally authorized by the stockholders of that company on April 23, 1904, and the following instrument of conveyance was ratified at the said meeting on that date:—

“Now, therefore, we, the New Panama Canal Company, represented by Messrs. Marius Bo and Albert Rischmann, in consideration of the payment of the sum of forty million dollars in gold coin of the United States of America to said company on its order or demand, contemporaneously with the delivery of this present conveyance to the two representatives of the United States of America first above mentioned, and the delivery to them of its property in Paris, and the certificates of said Panama Railroad shares (the property of the company not being understood to include the treasury assets of the company, including deposits of money, outstanding credits and investments in bonds), and the delivery upon the Isthmus of Panama, to an agent of the United States of America, designated by them, or by the Attorney-General of the United States of America, of the remainder of its rights and properties, do hereby acknowledge and confirm the said sale, and do grant, sell and assign, transfer and set over to the United States of America absolutely, in full ownership, the totality, without exception, of the company's property and rights on the Isthmus of Panama and its maps and archives at Paris.”

When the United States bought the right and property from the French, it is said there were 115 store-houses filled with all kinds of earth-digging machines, 15 large warehouses, 57 barges, 38 yawls, 21 steam launches, 273 drom cranes, 800 pumps, 149 rock drills and dredges and numerous carts, steam engines and other unnamed implements.

HOW THE DIGGING IS CONDUCTED NOW.

The work of digging the canal under the Americans is conducted on a scientific plan. The entire force of workers is divided into three parts, namely, the Atlantic Division, the

Central Division and the Pacific Division. The work is being done in sections. The Culebra Cut and the Gatun Dam are the two points where the greatest engineering skill has been confined.



Cock-fight to the Finish—Colon, Isthmus of Panama.



Grand Central Hotel and Park—Panama.

CHAPTER VIII.

SAD AND DEPLORABLE CONDITION OF LABORERS ON THE ISTHMUS.

"Are you laborers well paid for your work?" I asked an intelligent Barbadian with whom I talked at Gatun.

"No sir," he said emphatically, "most of us were told at home that we would get on the Isthmus 'plenty work and good pay,' but we have been sadly disappointed. An Isthmian Canal agent told us at home that able-bodied men as I am could get from two to five dollars per day working at the canal. But I have not received a dollar per day yet since I came to this Isthmus, nearly eighteen months ago.

"But while the wages is small a fellow might try to get along, if these bosses would treat a man as if he were a living being. But instead you are 'cursed' at and treated like beasts all the time. We poor West Indians have got it to the very limit of endurance. In that haughty and domineering way, you are ordered, sometimes knocked down, kicked, and if your manhood resents the inhuman treatment given to you, then you are up against it like a ship tossed by an angry sea.

"I have known friends of mine who were beaten on the train and pushed off after paying his fare. But what can one do in such instances? You have practically no redress. Is it that way the white people treat colored people in America? Heavens! I don't know how they could have endured it. Certainly, I am trying to bear it for the time being, but God knows that as soon as I can save enough to pay my way home, this place will never see my face, no sir, never! never!"

"No! in America the colored people are treated first-class. Have you not read that in America we have more wealthy and great negroes than in any other country in the world? Why, to be sure. But they have the Constitution to back them up. Certainly, I have heard that the colored people in the far Southern States have a hard time sometimes, but that spirit of hate and bitterness is yearly dying out. I guess you

colored people from the West Indies do not understand the Americans, but they are fine people—the most liberal in the world,” I replied.

“Well, I won’t contradict you, sir, but from what I have seen of those with whom we have to contend here on the Isthmus, I—I—I, well—well. Probably they pick these out and send them down here purposely. There are a few fine men among them, but that class can be counted upon the fingers of one hand. And with all the bad treatment, they don’t expect you to say a word; if you do, then you run a big risk of being reported and then arrested for something. And then, heaven smile on you, for when a complaint is lodged against a colored man here, nothing saves him from jail, and jail sentence here! ah! ah! when a poor negro serves three months here in jail, I believe he should be immuned from any future punishment, either now or after death, however black his sins might be.

“Well, I know each month millions are spent for canal work, and a big payroll is audited, but the money does not come our way, because we get only 20 cents balboa an hour for labor or ten cents American money. And we work only eight hours per day, which makes the earnings of a laborer only 80 cents per day. Out of that amount the Commission takes 30 cents per day for mess, as they compel us to eat at the mess kitchen, and whether you eat or do not, the 30 cents are deducted just the same.

“If the laborer is a married man, then he gets his full pay and nothing is deducted from his wages. You can see that at ten cents an hour of eight hours daily that’s 80 cents, and six working days will give a laborer \$4.80 per week. At 30 cents per day for seven eating days that’s \$2.10 for mess per week. Hence, after deducting our mess bill we have coming to us only \$2.70 per week, and at the end of a month of four weeks we get \$10.80. But that is when we work all along. And many times we are laid off for several days, no work at all, so that you can’t always depend on the \$10.80 per month. Out of this amount we have to pay for clothes washing, buy shoes, clothing, and meet our other incidentals. So

you see, it is so arranged that we cannot make much. It is a fact that sometimes we make extras, but that does not amount to very much, and it is not often that extras come our way."

"But has not the Commission just cause for compelling laborers to eat at the mess kitchen?" I asked.

"Perhaps it is just from their point of view. They claim that the laborers will not feed themselves well enough to do the canal work unless fed with American proteids; but every reasonable mind knows that each question has two sides. The Commissioners have printed their side of it in the Canal Record and other papers. But has anybody heard the poor laborers' side of it? Has anything been allowed to go in print from the second party in this unjust transaction? No! no! Not a single word!

"Every one knows or ought to know that West Indians have not been accustomed to feed on American food; their food is not our food; their manner of making bread is not our manner; taste is not our taste; yet, they have undertaken to regulate our palate and forcibly compel us to accept whatever they feel like giving us to eat. It is true that they give us a West Indian to cook the food for us, but what is that? I tell you, sir, it is a pretty serious thing when a man is placed in the position where somebody else has the say-so for what you shall eat without any alternative. But we have no voice pro or con in the matter of what we eat. The Commissioners simply decide and order that circulars be issued that all might read their mandate. Hence from time to time there were circulars 1, 2, 3, etc.

"But wait a minute!" said the Barbadian, as he took a Canal Record and said, "here is one of those orders. Read it!" It was circular No. 45, in the Canal Record of July 29, 1908. It reads as follows:

OFFICE OF THE DISBURSING OFFICER,
EMPIRE, C. Z., July 21, 1908.

CIRCULAR No. 45:—

To All Concerned: Effective at once.—Mess kits will be issued by the stewards at the various kitchens only upon pre-

sentation of a meal ticket with the words "mess kit" written or printed across the face of it, which will be good for a mess kit only. The value of such ticket to be deducted from the laborer's pay in the same manner as meal tickets."

Thirty-four kitchens for West Indian laborers. There were 8,578 unmarried West Indian laborers employed by the Commission May 1, 1908.

"Sir," he continued, "when the order was first issued that all unmarried laborers will be compelled to eat at the mess kitchen, I was at Cristobal and saw men fall in line with their dinner pails, and pass up in order to the cook, with the police standing there to see that discipline was maintained. As the crowd marched up the cook ladeled out the food and each passed on. Presently the cook says all the food prepared is served and he hadn't anything more. There were men in the line who did not receive a morsel of anything to eat. Well, those poor fellows had either to remain hungry or try to get a mouthful from the more fortunate ones who had something to eat.

"When the food is served, as there is no table provided for West Indians as is done for European laborers, then they scatter about and sit on the grass or on a log or lean against a fence, or crouch under a shed. But whether you get the food or the cook 'runs short,' when pay day comes around, your 30 cents a day is deducted like anyone else. Well, as is natural to expect, many of the laborers refused to accept such treatment. That class has no alternative but to 'quit.' Because if you do not eat at the mess kitchen, you are not allowed to sleep in the camp. Yes, if you refuse to eat what they give you, then you must take bag and baggage. 'No eat, no sleep.' Then, remember, every house belongs to the I. C. Commission. Small private houses cost a fortune. Small rooms in which a person can scarcely stretch himself cost from 20 to 30 dollars per month. Ah! my dear sir, you don't know.

"Well, you talk about Americans being such fine people, what do you have to say about this fact? There now you can see a colored police in helmet and leggins, but he didn't dare to arrest a white man whom he sees breaking the law of

the Zone. If a white man commits an offense and a white police is near, the offender is arrested, but if a colored police alone is present, the white man walks away, as no negro police is allowed to arrest white people."

"Do you mean that?" I asked.

"You can ask any one on the Zone, sir, and you will find what I said on that point to be true. I have never heard nor seen anything like what I have seen here anywhere. Certainly, European laborers are very much better provided for than West Indians. They get from 30 to 40 cents per hour for their labor, doing the same work as we do. They also have tables on which to place their food and benches or chairs on which to sit while eating.

"Then again, if a West Indian laborer gets hurt during the performance of his duty, and his injury is sufficiently serious, he is sent to the hospital, where he remains until he is better. During his stay in the hospital he is not paid a single cent. When he is well again he is made to sign a release or exemption paper. It does not matter how many children the injured laborer has, whether his wife is able to take care of the children or not. This paper of release is to exonerate the Commission or Panama Railroad Company from all blame for the injury the West Indian received during the performance of his duty. If the unfortunate victim loses his hand or foot in the accident, when he signs the release, he is paid one dollar gold, and that's all he gets. But by signing the release, he becomes eligible to get his job again, or some other job under the I. C. C. or P. R. R. If, however, he refuses to sign the paper of release when presented to him, then he gets neither the dollar nor his job. There would be no work for him again.

"I know several persons who got injured at their working places or on the train, and passed through the ordeal of signing release papers before they could get their job again. But what could the poor fellows do? Some people might say, 'I would not sign it, but ah! when starvation stares you in the face, and sometimes you have old mothers and fathers depending upon what you send them occasionally, I tell you, sir, one

is apt to do anything in order to get along. A mouse can't fight a lion. These laborers and that class of colored people that work here are poor. They have no money, and that's the cause which prompted most of them to remain. Then the Americans know that West Indians have no union or organization of any kind among themselves, hence they make good use of this knowledge, and take advantage of the situation. But there is an old adage which says, 'What you save in the barrel is apt to leak through the cock,' and God isn't asleep. They are treating us as if we were not human beings, but they might have to pay double and triple for all these unjust acts before this very Panama Canal gets through."

"Well," I replied, "am indeed sorry that things are not what they should be, but I can assure you, my good fellow, everything will work out all right by and by. You see, Canal digging is a new attempt for the Americans, and those who are entrusted with the work down here are trying to conduct it on the most economic basis possible. Then, again, they are subjected to a great deal of criticism and blame at home for too extravagant an expenditure of the money. It is quite natural that they would try to save all the money they can. But can you give me the name of anyone who was injured and sent to the hospital and had to sign a release before he could get his job again?"

"Yes, indeed," he answered, "plenty of them. And I know several instances where people were killed by the train, and the Panama Railroad gave the coffins in which they were buried; in other instances they would give not a single thing, neither coffin nor any money, and friends of the unfortunate victim have to go around and take up collection to bury the dead if he was not a member of some secret society." He then told me the names and addresses of three victims of accidents who lost limbs and had to sign a release before they could be re-employed.

"I saw some time ago that a Liability Act was passed in Congress to compensate employes who were injured in the performance of their duties. I think special reference is made in it for employes of the Panama Canal," I said.

"Well, sir, that might be so, but it might be intended for Americans only."

He then gave me the names of three men and I went away. Some time afterward, as I desired to find the truth, I called at the number given me, but did not find my man. At another time, being in that neighborhood, I visited the house where another of the men lived. He was in. "Is this Enos M——?"

"Yes, sir, I am," he answered.

"How old are you?"

"Twenty-five years."

"Were you employed by the Isthmian Canal Commission, and were you ever hurt?" I asked.

"Yes, sir," he said, "I was employed in the machine shop, and an accident happened to me. This hand (holding out his right hand) was caught in the machine. There was great excitement, but the machine was stopped and I was instantly sent to the hospital. There I remained for many weeks and the doctors amputated three of my fingers. There they are! When I was better and ready to leave a white man brought me a paper and said, 'Enos, sign just on this line here. When you do that there is some money for you.' I told him that I did not wish to sign any paper. That as it was not my fault I was injured, I intend to have them to do something for me, as I was maimed and limbless for the rest of my life."

"'Well,' the white American said to me, 'if you do not sign this, you cannot get the job any more, and not only that job, but no other on the Isthmus. I would advise you to sign it, because you have been out of work for quite a while and you need to go out now and start right into working again.'

"Well, as I knew I had no money, I signed the paper and he pulled out two dollars balboa and gave me, which is one dollar gold. I have even tried to get from them a sort of glove for my hand, so that it would look natural, like the other hand, but all my effort has been a failure. However, I am getting along very well, and as I got my job back, I don't mind it too much, for I could have been killed that day like many others who lost their lives trying to earn their bread. So I don't fret and pine over it, as I think that's my luck."

"Did you receive your wages while you were sick in the hospital?"

"No, sir! no! I did not get a red cent," he said, laughing, "but am glad all the same that I am living."

"Yes, you are pretty lucky," I said.

"No, sir," he said; "I only wish I was. We poor laborers down here dare not have a meeting to discuss our sad condition—at least we cannot hold it anywhere on the Zone. We would be regarded as inciting discontent, and the participants would be 'fired' or discharged at once if not arrested."

"Well," I replied, "in the States, union is the only thing that prevents the wolf of capital devouring the lamb of labor. You colored people down here have no unions, hence you are compelled to take just what your employer feels like paying you. In Judge Taft's speech of acceptance as candidate of the Republican party he said: 'The advantage of union is to give to employes their proper position in a controversy, to enable them to maintain themselves against employers having great capital; they may well unite, because in union there is strength, and without it each individual laborer and employe would be helpless. There is a large body of laborers, however, skilled and unskilled, who are not organized into unions. Their rights before the law are exactly the same as those of the union men, and are to be protected with the same care and watchfulness.'"

"Poor colored laborers can't form any union here. Most of the laborers are here on contract, and they have to do what they are told and accept just what they can get. But it is not the colored laborer alone who feels the sting of American prejudice on the Zone. At a public celebration—I think it was the Fourth of July—Mr. H—, one of the clerks of the Panama Railroad, and his wife, who is white or looks like a white woman, started to see the fireworks. At any such public holidays a rope is stretched on the American side, between Cristobal and Colon, and the Zone policemen stationed at the rope to prevent any colored person from passing in. When this couple arrived at the rope, one of the policemen said, 'She can pass in, but you can't pass.' 'But she is my wife!' said the disturbed husband. 'Wife or no wife!' replied the police, 'we

don't allow colored people in there!' Mrs. — then refused to go in and turned away with her husband, while the police brandished his staff triumphantly. The husband's crushed feeling can better be imagined than described."

The above described incident has been confirmed, as I made it my business to ask the gentleman referred to about it. But the half will never be told! Just think! A day which is celebrated to commemorate "*Liberty and Independence*" is used on the public highway, on a public occasion, to crush and belittle manhood on account of color, under the flutter of the Stars and Stripes, during the regime of Republican Administration!

In the editorial page of the Baltimore American of May 15, 1909, under the caption "A Canal Zone Clash," the paper contained the following: "The clash of authority which recently occurred between the police force of the Panamanian government seems to indicate that either the respective functions and spheres of operation of the two forces are not properly apprehended, or else there is an antagonistic spirit existing which should be investigated and corrected.

"The Panama police seem to have crossed into the Zone in pursuit of an escaped prisoner, who was probably a canal employee. The invading officers, who were roughly treated and driven out by West Indians, returned later, reinforced and armed with rifles. An open engagement between the Panama police and the canal workers followed, in which two were killed—both belonging to the Zone and both Americans.

"The Zone government is a conjoint arrangement, agreed upon between the government of Panama and that of the United States. The police representing outside authority should probably, in the first instance, have handed over the matter to the Zone authorities. Certainly the two governmental systems, placed as they are in close contiguity at more than a score of different points, should enter into a standing arrangement whereby just such riotous breaches of order would be avoided. There ought not to be a constant danger of clashing authority. The unpleasant occurrence is under investigation, and it is to be anticipated that responsibility for

the affair and punishment for those found to be responsible will be properly placed."

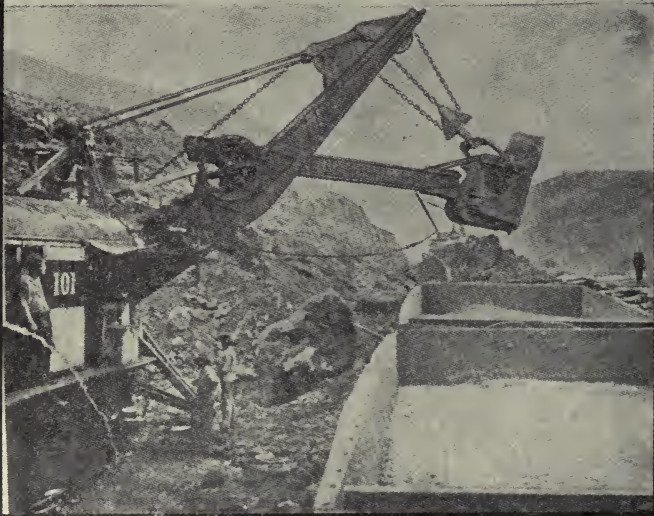
The tenor of these chapters will assist the intelligent reading public to conclude for themselves. The author, who spent nearly a year studying the conditions on the Canal Zone and adjoining cities, will say: there is a deep-seated and widespread "*dislike*" if not "*hate*" in the bosom of the natives for Americans, due principally to color prejudice. That is the pivotal point. Nearly all the Panamanian policemen are colored, and probably ninety per cent. of the population. And such "clashes" are sure to occur until race hate subsides.



Scene on the Costa Rica State Railway.



TIVOLI HOTEL NEAR PANAMA



Steam Shovel at work in Culebra Cut, showing large rock in mouth of shovel, which takes up two tons at mouthful, and a new mouthful every 16 seconds.

CHAPTER IX.

EFFORTS TO UPLIFT THE LABORERS AND AMELIORATE THEIR CONDITION.

Letters to that effect sent to and received from Miss Gertrude Beeks, Secretary of the National Civic Federation of New York; Mr. Charles R. Towson, International Secretary of the Young Men's Christian Association; Mr. A. Bruce Minear, Secretary of the Y. M. C. A. on the Canal Zone; Col. George W. Goethals, Chief Engineer and Chairman of the Isthmian Canal Commission.

After visiting several Negro camps along the line, and noticing their environments, I decided to make an effort to do something, if possible, to ameliorate their condition. By this time I had received a letter from Miss Gertrude Beeks, secretary of the National Civic Federation of New York, in which, among other things, she admitted that the condition of the colored laborers on the Isthmus was pitiable. Part of her letter says:

"We have no work upon the Isthmus beyond that of investigating the conditions, which was done by me, and the recommendation of our Miss Boswell to the War Department for the purpose of organizing womens' clubs. I am sending you a copy of my report. You are perfectly correct in thinking that the majority of the laborers belong to the colored race, and they could be assisted and uplifted. They are very *desolate* now, and something should be done for them."

Miss Beeks, be it remembered, visited the Isthmus and saw the condition she admits in the above communication. I returned to my stopping place after I had visited the secretary of the Y. M. C. A. at Cristobal, to call his attention to the pitiable condition of the colored laborers very near him, but unfortunately I did not find him at home. I then replied to Miss Beeks' letter as follows:

CRISTOBAL, C. Z., February 28, 1908.

MISS GERTRUDE BEEKS,

*Secretary National Civic Federation,
281 Fourth Avenue, New York.*

DEAR MADAM:

Your letter directed to my Baltimore address has been forwarded to me today, and from its contents I hasten to reply. I arrived on the Isthmus February 5th, and visited many negro camps and inquired into the race affairs. I am sorry to say that the status and condition of the negro people employed in digging the canal, to say the least, is pitiable and deplorable in many instances. I am perfectly aware that these colored people are aliens to the United States Government, yet the greater number of them came to the Zone through the inducements of the agents of the Isthmian Canal Commission, who were sent expressly to the West Indian Islands for the purpose of inducing laborers to come to the Isthmus and work. Since they comply to these inducements and come, should they not be treated, then, with some consideration? Yet, in many instances, they are treated as brutes, with all the benefits of the doubt in favor of the dumb animals.

Of course, I am not criticising the Isthmian Canal Commission. I believe they are honest men and doing the best they can to make for themselves a record. But it should be remembered that the American people are making history for future generations to read in the construction of this Panama Canal, and anything like fair treatment for those who, through poor circumstances, must do the real hard work of digging, would be looked upon approvingly by the gazing world.

Through the National Civic Federation thousands of dollars of the Nation's money have been used for Y. M. C. A., yet there is not a single Y. M. C. A. for the thousands of colored and needy men. There is no Epworth League or Christian Endeavor where Christian influences might be received even on Sundays.

While the good laws of the Canal Zone forbid gambling, concubinage and other flagrant evils, yet adjacent to Cristobal is Colon, where profanity in its worst and most shameful form is indulged in. Sunday desecration, gambling, vulgar and vile language are the only recreation for Sundays. At such a place, I think, some light house of Christian influence should be erected to induce the negroes to live right, as has been done for the white people all along the line.

Copies of letters I am sending to the secretary of the Y. M. C. A. at Cristobal and the officers of the I. C. C., asking that something be done for the needy colored people, are herewith enclosed for your examination.

I have also written to Mr. Moorland, international secretary of the Colored Y. M. C. A. at Washington, D. C., asking him to use his influence in bringing about the establishment of a colored Y. M. C. A. at

Cristobal, where the thousands of immigrants are dumped and dispersed for work on the Zone.

As the laborers will be the sinews for digging the canal, I trust you will use your influence, as secretary of The National Civic Federation, for their uplift and betterment in this important and essential direction. Thanking you in advance for your kindness, I am,

Yours very truly, D. N. E. C.

I again visited the white Y. M. C. A. at Cristobal and spoke with the local secretary on the necessity of helping and uplifting the colored canal workers in the establishment of a Y. M. C. A. at Cristobal for needy men. He intimated that the Salvation Army had charge of the colored people's work, as the Negroes preferred the drum and the Salvation Army uniform.

"Is that so?" I asked in wonder. "But when did the Salvation Army and the Y. M. C. A. organizations consolidate? Are they working as one here?"

"Well, not exactly, but——"

"Did the Isthmian Canal Commission build that house for the Salvation Army?" I asked.

"I think they did, but am not exactly sure about that. Probably the captain could tell you."

"Well," said I, "if they did it, then the money must be taken from the government appropriations, and that's the same old church and state coming together again. And that Salvation Army building is considered the Negroes' clubhouse, or Y. M. C. A., for I understand they work exclusively among the colored people, and the house is built in the Negro section."

"Well, I don't know exactly, but the chief secretary of the Y. M. C. A. at Culebra could tell better."

"What is his name?"

"Mr. A. Bruce Minear," he replied. "He will be here in Cristobal a few days hence, and I shall speak to him on the subject."

After a few days, I received a letter from the colored Y. M. C. A. secretary at Washington, D. C., and he urged me to get in touch with Mr. Minear and ask him to use his influence for the establishment of the Association among the needy colored men on the Isthmus. I then wrote the following letter:

MR. A. BRUCE MINEAR,

Secretary Y. M. C. A., Culebra, C. Z.

DEAR SIR:

I received a letter from Mr. J. E. Moorland, international secretary of the Colored Branch of the Y. M. C. A., who resides in Washington, D. C. He advised me to get in touch with you relative to establishing colored Y. M. C. A. among the needy men on the Zone.

Circumstances might alter the scale of individuals, rich or poor, white or colored, but, as you know, man is a social being, irrespective of his position, wealth, color or nationality; hence, from whatever viewpoint of the compass we look at it, God's wisdom will be seen in His distribution to the rich and poor, and also of the variety of the races of men. The Christianity which emanated from Christ, however, cannot and should not be circumscribed.

If a heathen servant be employed as domestic by a Christian, that Christian should shed the light of salvation to the alien servant. Poor circumstances brought thousands of laborers to work, practically as domestics, on American territory on the Zone, under American rule and supervision. The transition is like an alien servant advertised for and hired in a home. Should not such help be treated kindly and with humane and Christian consideration?

But Mr. Secretary please remember that the treaty between Panama and the United States of America grants the latter "perpetual retention" of the Canal Zone, and I venture to say that seven-tenths of the colored influx, if treated with consideration, will remain on the Zone and become future American citizens.

The Y. M. C. A. organization was intended to save and uplift men. Why give additional food to a person who is already filled and well supplied? Why not give some of the food to the hungry and needy ones dying for hunger before your eyes? Don't you think a little of the food given to the latter class would be better relished and appreciated?

On one hand, ample provisions are made on the Zone for the few thousand whites residing there. They have Y. M. C. A., women's clubs, places of amusement and recreation and other essential facilities. Yes, it is eminently fitting to provide for those who left home in the States to do this giant and stupendous task of canal digging. I have not a word of criticism to offer for the splendid way in which provision is made for the whites.

But, Mr. Secretary, on the other hand, look at the thousands of colored people who are the hewers of wood and the drawers of water in the same execution of digging the canal! View how they are crowded into camps, packed into huts and quarters like sardines in a tin, practically homeless, desolate and seemingly friendless! They have no association of any kind, no chaplain as you have, no Christian influence, no woman's club, no places of recreation, no Y. M. C. A., no Epworth League!

To God only they must look and on your charity depend for what they receive beside their small wages as "Silver Employees." They are wholly dependent upon their employers as the alien servant is upon his master. Why not offer them some crumbs, as you see and know they are hungry? Left alone, as they are, to paddle their own canoe, do we wonder that the ballrooms and gambling dens in the adjacent towns are overcrowded with them? Is it not for that same human love of association why they crowd these dens of sin?

Can we blame youths to drift away in dens of vice to find a "little society," even though their mothers' prayers and tears are fresh in their minds, and whose advice they still recall? It is only a few weeks ago since they left home, but for lack of pastime and recreation they are drifting already! Why is it? Is it not because there is not a single place where these unfortunate colored youths can spend a few moments of social and Christian uplift? Hence, with the poet we ask:

"Can we, whose souls are lighted with wisdom from on high,
Can we to those who need it the lamp of light deny?"

Such a denial will be a reproach to the One we profess; a blot on American Christianity, hospitality and generosity; a mockery of our theory of the fatherhood of God and brotherhood of man. But, beside the alien colored man, there are some colored Americans here, and others will come. Will they be accorded the privileges their white fellow-citizens enjoy, or must they also be left to the tender mercy of Satan to roam without the restraint afforded by the Y. M. C. A.?

Mr. Secretary, the colored race is never hard to satisfy. They will be contented to creep before walking. Help them to get one building for Y. M. C. A., and let it be situated at or near the port where the ingress and egress of the laborers occur. The immigrants land and embark at Colon, hence the Fox River district territory, in the vicinity of the negro schoolhouse, would be a proper place. Let it be situated where the most good can be accomplished, that some friendless colored man might receive therefrom glimmers of light to brighten his pathway and encourage his heart in this unfriendly Zone.

Very respectfully yours,

D. N. E. C.

After a few days Mr. Minear called at my stopping place to see me. I found him to be a refined and very courteous gentleman. "What do you think of the prospect of the colored people getting a building for Y. M. C. A.?" I asked.

"Well," he replied, "to be frank, I am doubtful about it. We have four large buildings for white Y. M. C. A. purposes along the Line, and hope to have another soon, if the application be favorably considered."

"About how much does one of the Y. M. C. A. buildings cost?" I asked, "and from where is the money obtained for such buildings' maintenance?"

"The Isthmian Canal Commission erects the buildings and turns them over to the Association," he replied, "and the principal source of their maintenance comes from membership fees and dues, or whatever gratuitous donation or benevolent offers we might receive from time to time. If you have any rich or wealthy person in the States interested in the colored people here, probably the Commission would give a building. However, I will speak to the chief men on the subject and find out if anything can be done along that line, as it is very needful."

After Mr. Minear left I decided to bring the matter directly to Col. George W. Goethals' attention. He was then chairman of the Isthmian Canal Commission and chief of the corps of engineers. I then sent him the following letter:

CRISTOBAL, C. Z., April 7, 1908.

COL. GEORGE W. GOETHALS,
Culebra, Canal Zone.

DEAR SIR:

Enclosed please find the copy of a letter which I sent to Mr. A. B. Minear, relative to the establishment of a colored Y. M. C. A. on the Zone. Mr. Minear called to see me a few days ago, but he was not certain what the Isthmian Canal Commission would do in the matter, hence I take this step of bringing the subject before you directly. Permit me to thank you in advance for your kindness.

Very truly yours,

D. N. E. C.

After a few days I received the following reply:

April 10, 1908.

D. N. E. CAMPBELL, M. D.,
Cristobal, C. Z.

SIR:

I beg to acknowledge receipt of your letter of April 7th, enclosing copy of a letter from you to Mr. A. Bruce Minear, relative to the establishment of a colored Young Men's Christian Association on the Zone. In reply I beg to say that the clubhouses on the Isthmus were constructed by the Commission for the benefit of white American employes, and are operating under the direction of the Y. M. C. A. secretaries. It was not the intention to construct clubhouses for all em-

ployes on the Isthmus, and, as the colored Americans connected with the work are so few and scattered, the Commission would not be justified in expending money on clubhouses for their use. Respectfully,

GEORGE W. GOETHALS,

Chairman and Chief Engineer.

Dep. — O. Copy to Mr. A. Bruce Minear.

I also sent the following letter to the Secretary of the International Committee of the Young Men's Christian Association :

CRISTOBAL, C. Z., Feb. 29, 1908.

MR. CHARLES R. TOWSON,

3 West 29th Street, New York City.

MY DEAR SIR:

I received a letter yesterday from Miss Gertrude Beeks, secretary of the National Civic Federation, which was sent to my address at Baltimore, Md., and forwarded here to me. In it she states that she had spoken to you relative to my letter, and that Mr. Hicks was sent here to ascertain what could be done. I inquired at the Association at Cristobal concerning Mr. Hicks, but was informed that he returned to New York after remaining about a week on the Zone. You will pardon me, therefore, for writing to you.

In the States the very best results are obtained where professors, preachers, teachers and others labor among their own race. It will be so in every community. Prejudice and racial difference are too pronounced for the white man to get into the depth of the colored man's soul, or vice versa. Schools, churches, comfortable residences, Y. M. C. A., which afford avenues for recreation and amusement, have been established along the Zone for the white people. From all these places the colored race is excluded with the exception of public school facilities. * * * I am only a private volunteer, but I have found the situation an unpleasant one for colored people. They are not citizens of the United States, and hence they can make no claim for comforts. To God they must look and on charity depend for what they receive. But they are furnishing the labor for the stupendous task of digging the canal, and from the climatic peculiarities of this place these very West Indians will be the mainstay for digging this canal. They are Silver Employes, and get very little wages. They, therefore, should be encouraged, for, to say the least, it is fierce for colored laborers here.

Yours truly,

D. N. E. C.

My effort thus far was unsuccessful, and I decided to desist from writing on the subject. But hope was not entirely gone, as I knew something should and would be done for the uplift and help of so many thousands of laborers. After some days I received the following reply :

PHILADELPHIA, PA., March 18, 1908.

REV. N. E. CAMPBELL, *Cristobal, C. Z.*

MY DEAR SIR: After receiving your letter of February 29th, I conferred with Mr. C. J. Hicks, and learned through him that you are in touch with the secretaries of the Association on the Canal Zone, who are giving some thought to the question of work among the colored men, and we are expecting a tentative report from them shortly; meanwhile, we have taken up the question with the Canal Commissioners, and found that they are not disposed to immediately make any appropriation for the promotion of the work which the Association might desire to inaugurate in behalf of the "silver" employes on the Zone.

I find myself in entire agreement with your proposition that these employes should be encouraged in every possible way, and if a practical plan can be formulated, and the support secured, it would be a privilege for the Association to extend its efforts in this direction. While we can take no definite step at this time, you may be assured that the representatives of the Association will keep the matter in mind, and meanwhile will be glad to have any further information which you can submit.

Cordially yours,

CHAS R. TOWSON.

Up to the time I left the Isthmus no step was taken in the direction to treat the men who are doing the hard work of digging the canal with any reasonable consideration as has been asked to be done. Can anyone wonder then that the Canal Record of January 13, 1909, says:

Subsistence Department.—"The matters pertaining to the Subsistence Department are presented by a letter from the Subsistence Officer under date of November 16, 1908, who states: The attendance in the messes has been falling off from about 4,000 per day the first of August to 3,400 the first of November; the kitchens have been falling off from 6,000 the first day of July to 4,000 the first day of November.

"Under date of September 2, 1908, the Chairman issued instructions that previous instructions from this office requiring that all West Indians show a meal check before they were provided with sleeping quarters, should be rigidly enforced—this with a view of compelling the laborers to eat at the kitchens. It was thought at the time that the enforcement of this order would have the effect of increasing the patronage of the kitchens by about one thousand. The result showed that it had the opposite effect.

"As soon as it was enforced about 1,600 of the laborers went

into the 'bush' altogether, neither eating nor sleeping in Commission houses. It is believed from the report of the Subsistence Officer that a method of feeding West Indians by sale from the commissaries instead of by messes can be met, if it is definitely understood that such action is sanctioned. It is my belief that the only real difficulty presented is that pertaining to the Sanitary Department. The Quartermaster's Department and the Subsistence Department can arrange the quarters and food to fit the circumstances. I am also of the opinion that the time to prevent the West Indians living in the 'bush' has passed. The situation is not theoretical, but an accomplished fact, and it must be dealt with as such. It is not believed that some 16,000 laborers could be driven from their homes into Commission quarters without labor trouble serious enough to interfere with the construction of the Canal.

"In his report for November, the chief Quartermaster states that 345 additional West Indians left Commission quarters during the month, and presumably have moved to native villages or the 'bush.'

"Notwithstanding this continued movement the number of cases of malaria among the employes admitted to the hospitals has decreased and was lower in November than in any month since August, although the total force has remained practically stationary."

The above is the Commission's Report, but as the laborers cannot speak in the matter, let me say, after talking with hundreds of them, that the "falling off" is due to the treatment the laborers received. And those remaining to *endure* what they cannot change or *cure* have accepted the condition simply because they have not the funds with which to pay their way back to their respective homes.

"Our manhood is trampled upon; our speech relative to our rights is forbidden; our just complaints are disregarded; the fact is, we are treated as a herd of goats. It is ten thousand times better to die at our homes in the islands of the seas, without any money at all, than to come to the Isthmus and work under these Americans down here as laborers," said one of a number of West Indians on the eve of sailing home before the Christmas holidays.



President Roosevelt's visit to Chief Engineer John F. Stevens,
November, 1906, at Culebra, Canal Zone.

CHAPTER X.

PRESIDENT ROOSEVELT APPRISED OF THE CONDITION OF COLORED LABORERS ON THE ISTHMUS. JIMCROWISM IN THE FEDERAL POSTOFFICE UNDER REPUBLICAN ADMINISTRATION. LETTER ON JIMCROWISM TO POSTMASTER GENERAL AT WASHINGTON, D. C., AND HIS REPLY.

"From what I have read of President Roosevelt's moral force and integrity," said a preacher, who had visited the Canal Zone, "I do not believe for a moment that he knows the real condition of the colored people here on the Zone. He is the great exponent of the doctrines of *Justice to all*, *Fair play* and the *Square deal*. It is rather puzzling to any reasonable mind why he allows the managers he sent down here to make such wicked discrimination without some kind of rebuke or remedy. And, then, I understand he is a Republican, too! Is it the Republican Party that dislikes the colored people and does all they can to keep them down? I thought it was another party. Certainly, I am not versed in American politics, but I thought his party was the colored people's friend and stronghold."

"There are several parties in the United States, but the two great ones are the Republican and Democratic Parties. The Republican Party is now in power, but most of the men sent here to manage affairs on the Isthmus came from the South. There they are accustomed to racial divisions, and that is the reason. President Roosevelt might have the people's interest at heart, but the success of the Canal is vastly more important to him than the temporary dissatisfaction of the colored people on the Zone. The President has ninety millions of people to engage his attention. But don't you think the cause of the negroes' dissatisfaction on the Isthmus is traceable to their own government under which they lived?" I said.

"Do not misunderstand me, my brother," said the minister, "I am not blaming the President; I read articles

in the papers that the Canal Zone is ruled and governed directly by him. I know the Americans are liberal and kind and they are a great people, but their greatest drawback is their inherent prejudice on account of color. I understand that you are an American citizen, but you would be discriminated against at their postoffice as any of the poor alien laborers. And in a country where the racial antipathy is so strong, it would be better to have a representative of both races to look after the welfare of each."

Some days after the distinguished Methodist divine was gone, while reading an American newspaper, I saw that the President was greatly concerned about the labor situation on the Canal Zone. Remembering the remarks of my learned visitor, I decided that I would make a suggestion to my illustrious Chief Magistrate, as I had seen and studied the true situation and talked directly with the people concerned. I knew that the lack of sympathy for the colored laborers was the chief trouble, and that the Southern white men on the Zone in charge of the work would not be much concerned in the welfare of alien Negroes. I then wrote the following letter :

CRISTOBAL, CANAL ZONE, April 22, 1908.

HONORABLE THEODORE ROOSEVELT,

President United States of America, Washington, D. C.

DEAR SIR:

I hope you will pardon my seeming intrusion on your good nature and precious time by sending you this communication without request; but as I read in the *Baltimore American* of the 4th instant the clipping herewith enclosed, I decided to write this letter to you.

As Your Excellency seems desirous to know the real facts connected with the Panama labor situation, and as hitherto all the commissioners sent here to investigate the condition on the Zone have been white men and women, who probably might have been interested only in the welfare of their race and fellow-citizens residing here, permit me, please, to suggest that, as there are about forty thousand colored alien laborers employed by the Isthmian Canal Commission and Panama Railroad Company to do this giant and stupendous task, you send also a colored member among the investigators. I was thinking of writing to some of the colored leaders in America to make this request of the Administration.

I arrived here from the States nearly three months ago, and was shocked when I visited the laborers' camps at Cristobal, and later along the Zone. Actuated by pity and sympathy for the colored race, I wrote to the Y. M. C. A. in New York and made other unavailing efforts to uplift the people and ameliorate their condition. The enclosed letter is a copy of that I sent to Colonel G. W. Goethals, who courteously replied that it was not the intention to construct clubhouses for all the employes on the Isthmus, etc.

Of course, I concluded that if only such men whom the officers here delight to honor are sent to investigate labor conditions on the Isthmus, then the true facts relative to the laborers may never be ascertained nor revealed. Because such gentlemen, on their arrival, would be conducted to the best hotels and feasted sumptuously, shown every courtesy and the ample and fitting provisions made for the white Americans. These well-treated investigators would probably return to the States with the joyful tidings, and join the chorus of their comrades that the canal work is progressing admirably.

Their statement would be true, but the poor, needy and desolate laborers might again be overlooked, and their sad condition remain unimproved. But if a colored investigator be sent, also the colored laborers' sad condition would receive some attention.

Very respectfully yours,

D. N. E. C.

P. S.—Copy of letter sent to Mr. A. B. Minear, Secretary Y. M. C. A. on the Zone, also enclosed. (This letter appears in Chapter 8.)

But the chief thing that made me the object of attack was a public address I delivered in the Wesleyan Chapel at Colon, in which I spoke in the highest terms of the Americans in general. Of course, it was an open secret, of which I was not aware, that the Panamanians and West Indians in general have no earthly use for Americans save for the work the latter afforded the public to earn some money. "Your American people are too haughty, and have too much race prejudice!" they say.

Whenever, therefore, anything unfavorable occurred through American source, some intelligent native or West Indian would seek and tantalize me about it. The things about which these people would talk were true, but I usually tried to smooth them over by some jests, or telling them to be careful in removing "the mote from their own eyes before trying to point out the beam that is in their brother's eyes."

For a time, after arriving at Cristobal, I received my mail without any trouble at the Postoffice. But after I went away and returned, the clerk, who knew me, was on his vacation, and another young man was in his place. I had instructed my correspondents to direct my mail to Colon Postoffice, as it was nearer to my stopping place, but as the native clerks often allowed a person's letter to remain in the Colon Postoffice, sometimes for a month or more, without carefully looking for and delivering it, I had my mail sent to the Cristobal Postoffice again.

Well, the Cristobal Postoffice is jimmcrowded. There are two windows, one for Americans, and the other for West Indian laborers or "colored aliens," as it was explained to me previously. When, however, I went to the Cristobal Postoffice and asked for my mail, the new clerk told me that I would have to get it at the "other window."

"But my letters are from the United States, and I have always received my mail at this window," I replied.

"That's nothing to the purpose; the past is the past; but the Postmaster has instructed me not to deliver mail to any colored person from the white people's window, unless such colored person brings a note from some white person asking that his or her letters be delivered to the bearer. All colored people receiving their own mail must get it at the other window," said the clerk.

"But I am an American citizen as you and the postmaster are," I said.

"That doesn't matter," continued the clerk; "I have to follow the instructions given me, and I positively cannot wait upon you unless you go around to the other window."

Being anxious to hear from home, and learning that mail was there for me, I went out the door and passed into another and stood erect at the "alien window." Then I received my mail. "Thanks," said I, and turned away. For a time I contented myself and received my mail at this "window."

One day I went to the Postoffice. There were about one hundred laborers in line, one behind the other, waiting to receive their mail. I waited one hour and ten minutes, and as I

did not see any prospect of getting to the window for a long time, as many persons were in advance of me, I went away.

The next day I returned to the Postoffice, but unfortunately there were more laborers in line waiting for their mail than appeared to have been there the previous day. Seeing no one at the American or white people's window, I went there and said to the clerk: "Yesterday I came to this office and had to return without receiving my mail, as there were so many in line before I came. Today the same condition exists. I have not time to wait one hour and ten minutes today, as I did yesterday. Hence I would be greatly obliged if you will let me have my letters at this window today, and save me the unpleasant necessity of waiting here for hours or returning without receiving my mail."

"Didn't I tell you the other day that I can't serve colored people from this window? Come back at half-past two o'clock, when the laborers are at work, and then you can get your letters at the proper place," said the clerk, whose name I well know. There was nothing else to do but go away. This state of affairs went on for a long time. Sometimes my letters remained for about ten days after their arrival before I received them, owing to the large number of laborers who were in line prior to my arrival. It was then I wrote the Postmaster the following letter:

CRISTOBAL, C. Z., May 14, 1908.

HONORABLE MEYER,

Postmaster General, Washington, D. C.

DEAR SIR:

Under some unostensible pretense the Postoffice Delivery Department at Cristobal, Canal Zone, has been divided into two parts, one for white and the other for colored people. Mr. M—, the postoffice clerk, told me that the "colored delivery window" was established and is being maintained expressly for "colored aliens or West Indian laborers."

Although a citizen of the United States, yet I have been refused my mail at the Cristobal Postoffice unless I accepted it at the "colored alien window." This window is generally crowded, and a colored person would have to fall in line often among fifty to one hundred laborers and consume one or more than an hour in waiting. If there is only one clerk to deliver the mail, whenever a white person appears at their

window such is attended to first, and the colored patron must wait, even though standing there an hour before the arrival of the white patron.

Such being the case, an unreasonable amount of time is consumed in getting mail from the colored window. Letters are not delivered at the homes here, as is done in the States, and colored American citizens, however busy, must also remain in the line and suffer the same indignity as the alien laborers. In spite of my repeated information to the clerks that I am not an "alien," they declared that the canal postmaster issued strict orders that all colored persons must receive their letters from the colored alien laborer's window or not at all.

The humiliating indignity would not have been so painful but for the fact, in the majority of instances, from 50 to 100 laborers are there waiting in line for mail, and much precious time is consumed in waiting. At the white people's window, which is usually empty, the clerk positively refused to give mail to any colored person, unless such calls for a white man's letter in the capacity of a servant. To enlighten me, please answer the following inquiries:

1. Whether or not citizens of the United States on the Canal Zone territory should be discriminated against at the postoffices on account of color?
2. Whether the United States Constitution has been changed or amended to that effect?
3. Has the Postmaster at Cristobal or anywhere else on the Canal Zone been authorized by any act of Congress, through the President or the Postoffice Department at Washington, D. C., to institute and enforce such discrimination on account of color?

Let me add that the Cristobal Postoffice is losing thousands of dollars annually, for, as I am in a position to know, thousands and thousands of people refuse to trade at the Cristobal Postoffice on account of said discrimination, preferring to accept less efficient service at the Colon Postoffice than to accept the indignity imposed upon all colored persons who might attempt to patronize the Cristobal Postoffice. Please acknowledge the receipt of this communication.

Yours very truly,

D. N. E. C.

Along with the above letter to the Postmaster General I sent the following to President Roosevelt:

CRISTOBAL, C. Z., May 14, 1908.

HONORABLE THEODORE ROOSEVELT,

President United States of America, Washington, D. C.

DEAR SIR:

I mailed to you a letter dated April 22nd last, in which I stated that it was my intention to write the leaders of the colored race in the States that they request the President to send a colored member among

the intended commissioners to investigate labor conditions on the Isthmus.

Herewith please find the copy of a letter I was forced to send to the Postmaster General. I take this step of enclosing to you a copy of it to inform you of its contents. I am confident that His Excellency is not aware of most of the grievances of the colored race on the Zone, under pretense that they are aliens. I believe, Mr. President, that you will agree with me that if a Republican President really knows of the indignity and injustice heaped upon the colored race on the Canal Zone, and then winks at it, any colored American would be justified to inaugurate a crusade and tell the race that it is worse than folly to adhere to the Republican party, but that they should renounce their allegiance and flock to the Japanese Legation and become citizens of the Mikado's Empire, if there was nothing better to do. * * * I was endeavoring to shut my eyes that I would not see the wrongs, and deaf my ears that I should not hear the just groans of the colored people on the Zone; but the door of insult has been thrown open in my face, hence I am compelled to speak. Yes, it would be gross injustice to the race if the leaders of the negro race in the United States were not informed of the true condition that exists on the Canal Zone under Republican administration, and govern their acts accordingly.

Yours truly,

D. N. E. C.

Under date of May 27, 1908, I received the following letter from the Postoffice Department, Washington, D. C.:

DR. D. NEWTON E. CAMPBELL,
Cristobal, Canal Zone.

SIR:

Your letter of the 14th instant, addressed to the Postmaster General, has been referred to the War Department for attention, as this Department has nothing to do with postoffices in the Canal Zone.

Respectfully
C. P. GRANDFIELD,
First Assistant Postmaster General.

But that letter which the Postoffice Department sent to the War Department was never answered! Who was Secretary of War then? Had Mr. Taft yet resigned to become Republican standard bearer? Well, it is the popular belief among some people, and the consensus of opinion among others, that the Democrats are responsible for all, or nearly all, the evils the colored race suffers and endures. It is said that the Canal Zone is under the direct management of the War Department, and everybody knows that the War De-

partment is not a distinct and separate entity, but one of the branches of the Executive Department of the United States Government. Remember that fact, my friends! Are not all the branches of the Executive Department under the President of the United States? If jimcrowism exists at the post-offices in the Zone territory, and the War Department be held responsible for its existence, will not the President of the United States be responsible also for its existence?

But look at the mystery sheet! Well, probably the War Department is responsible in this instance for all the indignity and injustice heaped upon the colored folks in the Canal Zone, because the Secretary of War, Gen. Luke E. Wright, was once, and perhaps is now, a Democrat in views and belief! And the Democratic party is responsible for all the woes of the colored people! Well, let it be so. For if the Republican party had the control and management of the Canal Zone the poor negro laborers would have fared better, and jimcrowism practiced as a fine art would never be countenanced to the extent of being in the postoffices! No! Never!!

Being optimistic in my views, I am of the opinion that good comes out of evil. But I know from close observation and the records of history that injustice is sure to be followed by retribution, when one individual or race wrongs another, but especially is it sure when the strong wrongs the weak. The weaker race in every country and age of the world has always been termed the "bad." It was so in the time of Christ. Are we not living in an age when "might" is regarded as right? Look around and see! True are the words of the writer who said:

"Injustice leagued with strength and power,
Nor truth nor innocence can stay;
In vain they plead with tyrants lower,
And seek to make the weak their prey.
No equal rights obtain regard
When passion's fire and spoil regard."

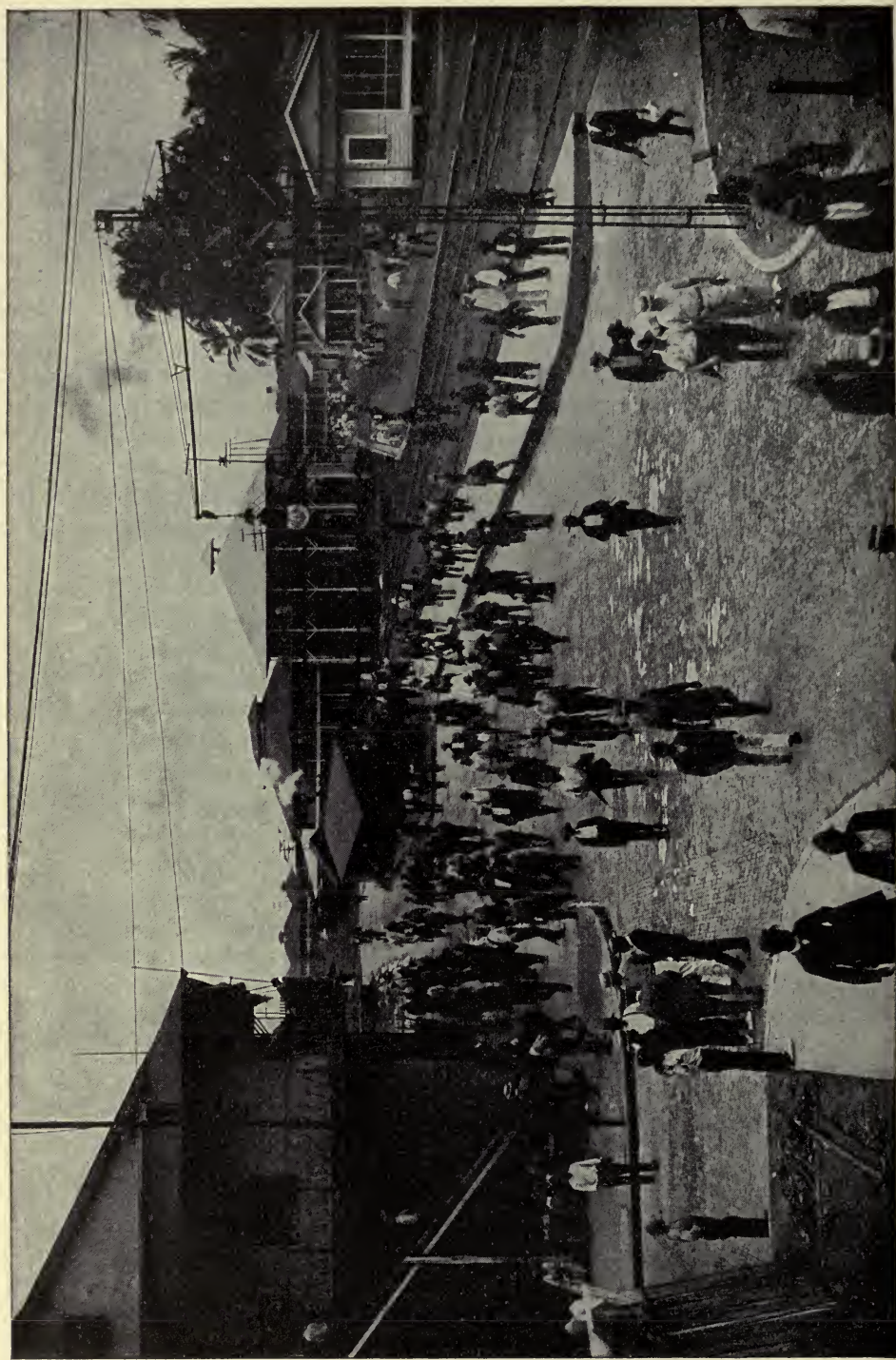
Mr. Taft said in his speech of acceptance, on the rights and progress of the Negro: "The Negro, in the forty years

since he was freed from slavery, has made remarkable progress. He is becoming a more and more valuable member of the communities in which he lives. The education of the Negro is being expanded and improved in every way. The best men of both races, at the North as well as at the South, ought to rejoice to see growing up among the Southern people an influential element disposed to encourage the Negro in his hard struggle for industrial independence and assured political status. The Republican platform, adopted at Chicago, explicitly demands *justice for all men*, without regard to *race or color*, and just as explicitly declares for the enforcement, and without reservation, in letter and spirit of the Thirteenth, Fourteenth and Fifteenth Amendments to the Constitution.

"It is needless to say that I stand with my party squarely on that plank in the platform, and believe that equal justice to all men, and the fair and impartial enforcement of these amendments, is in keeping with the real American spirit of *fair play*." As President-elect Mr. Taft, in his address to the colored people at New Orleans, on his return from the Canal Zone, said: "Your history shows that a great deal of injustice has been done to you, but you must forget this and eliminate all prejudice if you wish to assist in settling the race question. If you want a square deal, you must give a square deal."

We hope these forceful utterances might not in the future be proved to be only "play of words," but that they will prove to be *affaire du coeur*. This is an age when theory should be converted into practice. The noonday light of the golden twentieth century is no time for pet doctrines to be heralded and precepts sounded which eventually prove to be meaningless pratings of "sounding brass, of tinkling cymbal."

I prefer a pound of example to a hundredweight of precept in this "square deal theory." The Negro race would be glad to have some "fruits" of this theory, as we have had enough "theories" only of late.



CHAPTER XI.

THE CANAL ZONE AN IDEAL PARADISE FOR THE WHITE PEOPLE.

The Canal Zone territory is fifty miles long, and extends five miles on either side of the canal route. (See map). It has six divisions, namely, Cristobal, Gatun, Buenavista, Gorgona, Emperador and Ancon. The first-named division is on the Atlantic side and the last on the Pacific. This strip of land is under the jurisdiction of the United States. Its affairs are regulated by the Secretary of War, who receives instruction for its management from the President of the United States. The local affairs on the Zone are managed by the Isthmian Canal Commission, of which Honorable Joseph C. S. Blackburn is governor; Col. George W. Goethals, U. S. Army, is chief engineer, chairman of the Commission and president of the Panama Railroad Company on the Isthmus, and Honorable Joseph B. Bishop is secretary of the Commission.

HOUSES.

Convenient, attractive and comfortable public buildings and dwelling houses have been built from Cristobal, on the Atlantic entrance, into the Zone territory, all along the Line to the city of Panama, on the Pacific Ocean. Commodious administration buildings, too, are located at different towns for the transaction of public business. Special mention might be made of the Administration Buildings at Ancon and Culebra, which are spacious within and without. Between three and four thousand buildings have been erected by the Isthmian Canal Commission as offices and residences for the employes of the Government. The houses are framed, nicely painted and carefully screened. The Canal Record Report of January 20, 1909, says:

"In an effort to protect the employes against malaria and yellow fever infection by preventing *anopheles* and *stegomyia* mosquitoes from entering the houses, the Isthmian

Canal Commission has expended, since the beginning of the canal operations, May, 1904, until September 30, 1908, approximately \$619,000 as screening expenditures. This amount includes not only the wire, but all extra woodwork, painting and labor required on account of the screening, and a large allowance for brass screen, which has proved defective, or which has been unsuitable to the Isthmian climate.

"The screening used by the Commission has been of two kinds—bronze and wire—containing 80 to 90 per cent. copper, and brass wire, containing from 62 to 66 per cent. copper. The brass wire has not proved satisfactory. The amount of screening used during this period was 666,975 square yards, at a cost for the wire of \$255,714, averaging 38.34 cents per square yard. Of this amount 266,667 yards were brass wire, costing \$98,645, an average of 36.99 cents per square yard."

Married white Americans on the Zone in the employ of the Isthmian Canal Commission and Panama Railroad Company are provided with furnished homes and very good pay. Commissary books can be obtained by each employe, who receives from the Commissary whatever he or she wishes at cost price. For everything taken at the commissary by an employe strict account is kept by the clerk, and the amount is deducted from the monthly pay. This privilege is extended to the employes irrespective of color. Adjacent to each house there is plenty of land for children to romp and play, and where happy evenings might be spent on the lawn all the year round in the enjoyment of the cool tropical breeze, which generally begins to blow when the fierce sun goes down.

Hotels are available, but the prices are high, and well-to-do people who have visited the Isthmus admit that it is the "most expensive place on earth." Hotel accommodations cost from two to ten dollars gold a day, in addition to the Panama cigars marked "special" at 25 cents each. One of the most important features in the construction of houses on the Zone is the veranda, which enables the occupants to live practically in the open air.

SCHOOLS.

Schools are provided for children of both races where I have visited with exception to Gatun, where the colored children have no school facility. The first public free school on the Zone was opened January, 1906, at Corozal. The majority of the white teachers are women; it is the opposite with the colored teachers. In the few places where there are no schools for white children the railroad issued free passes to the children, with the consent of parents and at their risk and responsibility, to ride on the train to the nearest public school. Professor David C. O'Connor is the superintendent of schools. During the time of my visit colored teachers were paid \$60 gold per month; one class of the white teachers was paid \$90 gold per month, and the other class \$110. The white people are provided with chaplains to look after their spiritual needs, and Rev. J. H. Sobey, at Empire, is one of the chaplains. There are small chapels erected along the Line where the white people worship God.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

Clubhouses have been built throughout the Zone for white Americans, but any other white employes are not rejected. These buildings are beautiful and commodious, well furnished and up to date. Music, lectures, educational studies, sports and wholesome amusements of all kinds are practiced and enjoyed. Mr. A. Bruce Minear, of Culebra, is chief secretary of the Association on the Zone.

WOMEN'S CLUBS.

One of the most salient features of social life on the Zone is the women's clubs. As man is more contented where the fairer sex is to be found, and as woman is better satisfied where she can pass life in society, the National Civic Federation of New York sent Miss Boswell to the Isthmus, and through her recommendation to the War Department, for the encouragement of the wives and daughters of white employes on the Isthmus, the Canal Zone Federation of Women's Clubs was organized. Each town has its own

Women's Club, and all the clubs constitute the "Federation." The aim and object of the Women's Club on the Isthmus might be gathered from the following remarks of one of the presidents of the Zone Federation, who said:

"The ideal club is an organization that is doing something worth while, something that stands for the betterment of the home, the individual and the community. Let me emphasize the responsibilities and obligations of the Zone Clubs and members of the General Federation. Let me urge the necessity of keeping a high standard in department and co-operative work, and not allowing the organization to become a purely social or card club. Simplicity of living and individual improvement are all worthy to study and set forth. Organized clubs are for the purpose of encouraging social intercourse with women, and members are reminded that visiting the newcomers and strangers is a special part of club life on the Zone, and all the clubs should be general missionaries in such work."

But remember that the thousands of colored women on the Zone who are wives and daughters of colored employes have no clubs. Should they not be uplifted, too?

HEALTH ON THE ZONE.

One of the chief causes of failure during the days of the French was the mosquito. Ample provisions were made for the sick, but no effort was made to prevent sickness. Yellow fever and malaria were unchecked scourges that killed the laborers by thousands, and incapacitated others for work.

But under the master mind and magic hand of Col. Wm. C. Gorgas, M. D., Chief Sanitary Officer of the Canal Zone, after a fierce fight against a relentless foe and overwhelming odds, he succeeded in ridding the Canal Zone of the mosquito pest, and converted this dreaded "death region" into a very pleasant health resort. What! Oh, yes; that is what he has done! To this distinguished scientist much praise is due. His valuable and inestimable service makes it possible for the American nation to cut and build the Panama

Canal and add new laurels to their already wonderful achievements as the "Young Nation of the West." Is it not proper to suggest that a statue in his honor should be erected at some public place on the Canal Zone, with such suitable inscription as to commemorate his undying name and fame? He deserves it, and we should not wait until a man is dead to cover his casket with profusions of wreaths and flowers as to hide it from view. Give him a rose while he lives, that he might enjoy it!

The Health Report of the Canal Zone shows each month that the Isthmus is as healthy now as any city in the United States, and the fight against the mosquito is still being vigorously carried on; but as long as time lasts there will always be malaria on the Isthmus. It is the natural region for the germs. And these minute micro-organisms contaminate all forms of animal life with which they come in contact. Rats are infected by them, and fleas suck the blood of the rats, then in turn sting mankind. Is there any plan to annihilate the invincible fleas of the Isthmus? No! And I do not think there will ever be a satisfactory solution for the flea problem in Colon and Panama. Read their resolution in chapter three of this book. From this viewpoint malaria will always be the lash of the Isthmus of Panama.

A vigorous crusade was recently inaugurated against the rats by the Sanitary Department. Instructions were issued to lower all houses and cement up to the floorings every inch of space, so as to prevent the possibility of harboring rats, through which source the pesterous fleas are scattered. The mosquitoes are driven to the back woods, but the fleas still hold the fort.

HOSPITALS.

Under the efficient management of Dr. H. C. Carter, director of hospitals, these institutions are to be found all along the Line. Ancon Hospital is located on a piece of ground about 80 acres, on the Northern slope of Ancon Hill, and commands an extensive view of the Pacific Ocean and surrounding mountains. It is the largest hospital on the Canal Zone, and

takes all, or nearly all, the surgical and other hospital cases in the territory south of Tabernilla, and receives patients from the city of Panama and the quarantine station at the Pacific end of the Canal. There are 96 buildings, most of which are screened. Among them are 18 quarters for married employes, 4 quarters for nurses, a large building for bachelors, 47 wards in 32 buildings, and a Roman Catholic chapel; also a Protestant chapel is expected to be built. The Zone Insane Asylum, consisting of 8 buildings, is enclosed separately. There are also an admitting office, administration building, a Board of Health laboratory, laundry, kitchens and mess houses, servants' quarters, storehouses, etc.

Colon Hospital, containing 40 buildings, is located on the north side of Manzanillo Island, adjoining the city of Colon, and facing an arm of the Caribbean Sea. The houses are framed and screened, and situated on a narrow strip of land about 13 acres. One of the wards of the hospital stands about 80 feet from the water's edge, while most of the buildings are alongside the sea, thus commanding an unobstructed view and getting the full benefit of the sea breeze, which blows constantly.

These hospitals are up-to-date in every respect. There are also quarantine stations for the Pacific and Atlantic sides of the Canal Zone. The station for the Pacific side is very interesting. It is the Culebra Island Quarantine Station, which is situated on a small island two miles from the mainland and completely isolated. It is elliptical in shape and measures 1,000 feet by 400. In the center of this island, and at its highest point, there is a tank of 8,000 gallons capacity, into which fresh water is collected during the rainy seasons and stored in two 50,000 gallon tanks, whence it is pumped when needed. There are few buildings on the island, chief of which is the Detention House for cabin passengers. This house is 92 by 48 feet, two stories high, with a kitchen and storeroom attached which measure 32 by 21 feet. It contains 18 bedrooms, each capable of accommodating four persons. There is a social room and dining-room, and a veranda runs around the building.

GOOD CHARITY WORK.

In addition to the many hospitals erected all through the Zone, for the use of sick employes of the Isthmian Canal Commission and Panama Railroad Company, the Santo Thomas Hospital, in the city of Panama, was built and repaired by the Commission for the care of indigent sick of the Panama Republic and other persons not connected with the Canal work, and also with a view of relieving the Commission hospitals. The following recommendation was sanctioned by the Governor of the Canal Zone, October 4, 1905, which says:

“An emergency exists for additional hospital accommodations on the Isthmus of Panama, and the Chief Sanitary Officer of the Government of the Canal Zone recommends that the existing structure of the Santo Thomas Hospital in the city of Panama be repaired, enlarged and equipped in such manner as to make said hospital capable of adequately accommodating three hundred patients, and thereafter operated and maintained at that standard, as a hospital for the inhabitants of the Republic of Panama, foreign seamen, strangers, etc., thereby relieving Ancon and Colon hospitals of the large number of such patients constantly under treatment at such institutions, and making it possible to devote said hospitals exclusively to the necessities of the employes of the Isthmian Canal Commission and inhabitants of the Zone.”

The sum of \$55,500 was then set apart for the repairs and necessary new buildings, but a partial repayment of \$42,500, already appropriated by the Panamanian Government, was provided, leaving \$13,000 to be paid by the United States. At the same time an agreement was made with the Panamanians by which the Commission was to furnish a portion of the hospital staff, and all other expenses were to be borne by the Panamanian Government.

But the amount of money given and appropriated was found to be too small for the work which was to be done, and the Commission increased the original amount until the sum of \$118,000 was appropriated. This hospital consists of a group of buildings and is governed by a board of five members, two of whom are appointed by the Commission and three by the

Panamanian Government. Sanitary plumbing and a fire protection system were installed and the old buildings repaired and the new ones constructed. The grounds of Santo Thomas were then graded, guttering added, underbrush cleared, earth closets removed, and the whole place was put in sanitary condition.

The following are some of the buildings on the ground: A modern operating building 58 feet square, and equipped with the most modern surgical appliances; a central kitchen, where food is provided for the whole establishment, and a dispensary building with quarters on the upper floor for the Catholic Sisters. Then there is a two-story dormitory for the orphans who assist the Sisters in the housework. This building is now used as a woman's ward and contains 38 beds. There is a stable, an ambulance house, a post mortem and dead house. In addition to the buildings constructed by the Isthmian Canal Commission, the Panamanian Government has provided at its own expense a large maternity ward, two stories high, containing 24 beds, with an operating and dressing room. The hospital site covers approximately two and a half acres of land.

GARDENS.

The Commission at the time I visited the Isthmus had three gardens, one each at Ancon, Corozal and Empire. These three gardens comprised about eleven acres. There are the wet and dry seasons for gardening. The results of the work in the truck gardens during the wet seasons are not so good, but all the landscape gardening is done at that time with good results. As preventative against leaf-cutting ants, the stanchions are kept saturated with crude oil, or placed in vessels filled with oil. The experiments and results are varied and interesting. The Nicaraguan strawberry plants grow to good size and are cultivated with good results. The berries are firm and sweet. In these gardens could be seen California and Florida oranges, figs, the native Java and Malay plums, Muscadine grapes, cucumbers, sweet potatoes, beans, native spinach, etc.

There are several thousand tomato plants, in which there are forty-five of the American best varieties. These are crossed

with native varieties in experiment to obtain a plant that will yield large and firm fruit which possesses resistance to moisture. The crossings and processes are carefully listed and registered, and the plants from which the best results are obtained will be cultivated. Fresh vegetables are secured from the gardens for the Commission's use.

Experiments are being conducted with the native egg plant to graft the American variety. Vanilla is also experimented upon and native specimens are sent to Porto Rico and Florida for experimental purposes. East Indian bamboo, the hat palm, sisal hemp, eucalyptus plant, mango, papaya, avocado, banana, mongostoon, acalypha, balsam apples, Florida crepe, myrtle, reseda or Dama del Noche, a native flowering bush, which takes its name from its strong night perfume, are all cultivated. The sisal hemp, above named, is a native of Mexico, and is the most valuable fibre plant in existence.

Roses are also cultivated in the gardens. Some of the best varieties in the Zone are the American Beauty, Killarney, Duchess de Brabant, Franciska Krueger, Kaiserin Augusta Victoria, etc. May and June is the blooming season for the roses principally, although they often flower throughout the year. The Agricultural Department at Washington often sends seeds for sowing purposes to the Zone gardens, and exchanges are often made with other government stations.

ROADS.

Splendid highways have been built at different points by the Commission. A road is being constructed between Mount Hope and Gatun by convict labor.

DOCKS.

The Isthmian Canal Commission has decided to build a new dock at Cristobal, across the arm of Limon Bay, which is known as Folks River. This structure is to be made of steel and concrete materials, and is calculated to be about 3,000 feet. The estimated cost is \$500,000.

DEPARTMENTS.

On the Zone you will find the Police Court, Local District Court, Circuit Court and United States Court. There are also

jails and Convict Camps for those who break the law. People have to be very circumspect on the Zone. Nobody's sins are winked at on the Isthmus, unless probably you are "way up" in the official circle. And, remember, that prisoners have no "flowery beds of ease" in this part of Uncle Sam's territory. They are well fed and cared, but they must work, work! work!—building Government roads. It is no easy matter to work in the tropical sun when the thermometer registers from 95 to 110 degrees. There are many lawyers to charge you a large fee for any legal work they undertake for you; and you would be glad to pay them the fee whatever that might be to save you from jail if you got into a scrape. The conservative judges are distinguished legal lights and very fair minded men. The following are some of the operative departments on the Canal Zone:

Police Department, Fire Department, Electrical and Light Department, Sanitary Department, Water Department, Commissary Department, Supply and Order Department, Storage Department, Railroad Department, etc. Each employe, in whatever department he works, is furnished with a brass check, which has a number upon it. Each person's name and check number must be written in the office book of the department in which he or she works. If you lose your check it costs fifty cents gold for another to be issued, and without your check you cannot receive your pay. The streets and houses of Colon and Panama are brilliantly illuminated at nights now by electric lights. Great praise is due to the Americans for their capacity and ingenuity, for, although the work of canal digging on such stupendous scale is perfectly new to them, yet every detail for this giant enterprise is now skillfully mastered.

The trick by which a workman or laborer could draw pay from two or more gangs during the time of the French on pay-days is now absolutely impossible to be practised under the present check system.

THE MAN OF THE DAY.

Colonel George W. Goethals is the Engineer and clever expert manager through whose ingenious mind every depart-

ment and detail of this mighty work has been perfected. What General U. S. Grant was to the Army of the Civil War, Colonel Goethals is to the workers of the Panama Canal. Modest in demeanor, unassuming in manner, business-like in every iota of his makeup, frank in his convictions, broad in his views, just in giving credit where it is due to other members of his profession, this wonderful, broad-shouldered and snow-white-haired man has mastered every detail of this mighty undertaking, and stands at the top of America's Greatest Enterprise!

Creditable mention might be made of Mr. Hiram J. Slifer, manager of the Panama Railroad Company on the Isthmus; Engineer Stevens, Magoon, Blackburn, Tuby, Major Sibert, Gilliard, Smith, Harrod, and others; but suffice it to say that not only the heads of the departments, who are working day and night with unflinching zeal and energy, but every American employed on the Isthmus is deeply interested in the success of the Canal. All the workers are hoping and praying to be spared to see the completion and opening of this mighty ditch, which will alter the geography of the world, unite the two largest oceans, enhance commercial enterprises, enlarge the scope for trade, develop the resources of our country as never before and add new luster to the name and reputation of the great American Nation. Thus with the gladdened Panamanians we might exclaim—Viva los hombres! Viva los Americanos!!

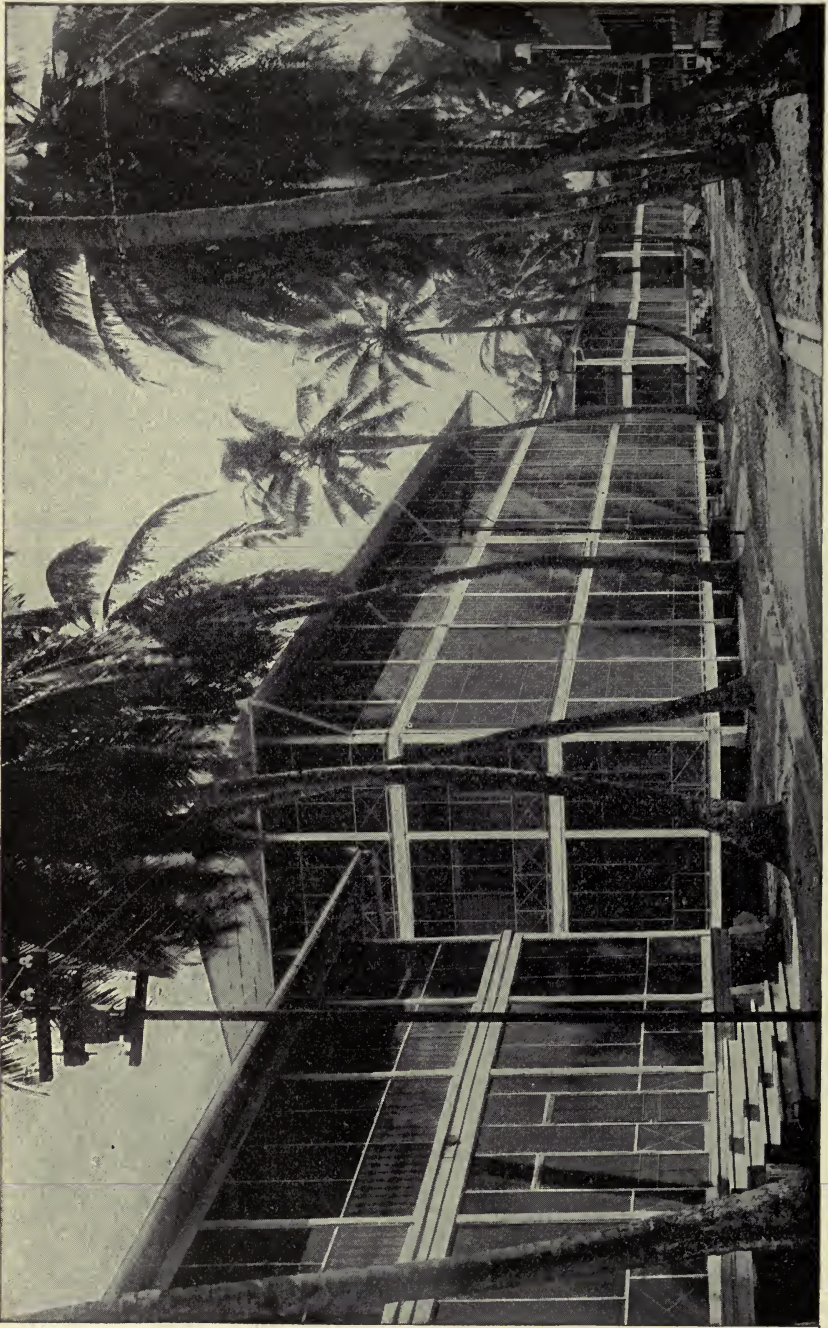
AN IDEA SATISFIED.

The Canal Commission has the power and authority to lay out towns on the Canal Zone. In the settlements along the Line where new towns are laid out, the white people are separated to live on one side, and the colored people on the other as is done in Cristobal, Gatun, Empire and other places.

However zealous the white advocate of equal rights and equal justice might be, he or she does not relish the idea, nor is very anxious to live next door to colored people. In some sections of the South efforts have been made to legally restrict colored people from owning property in certain sections of a community. As a matter of fact a colored person can pur-

chase a home in the most fashionable part of most communities, even in the South, although, at times, a great deal of unpleasantness is experienced by the buyer. White property owners are fearful that their property would decrease in value if the house next door is owned by a colored family.

This fear is dissipated on the Canal Zone. The Commission can say to any colored man, "Thus far shall you come, but no farther!" The white people live in separate sections by themselves without any fear of being molested, just as they would like to have it.



Screen Houses on the Canal Zone to Protect the Inmates from Mosquitoes.

CHAPTER XII.

SOME CAUSTIC AND SEVERE ARRAIGNMENTS ON THE AMERICANS BY WEST INDIANS AND PANAMANIAN, IN WHICH PREFERENCE IS EXPRESSED FOR THE BRITISH POLICY TOWARD COLORED PEOPLE.

“Sir,” said the speaker of a representative party of Panamanians and West Indians, “of the two great nations of the Anglo-Saxon family, we prefer the British people and their policy. You speak highly of the Americans, and no one can gainsay the fact that they are a great people; but from what we have seen, read and heard of them, it would be impossible for us to like them; and their only redeeming features are their progressive spirit and action, the apparent respect and politeness they show their women, and the better wages they pay for labor. The reasons for our dislike and preference are as follows:

“First: The stand the Americans have taken on the race or color question is iniquitous. They harp too much on race inferiority; they point the finger too often and readily at the darker races; they delight too much in magnifying the failures and weaknesses of the colored race, and at the same time to minimize his virtues; they speak too much of their virtues and talents and superiority, while they are adepts in concealing their sins. To some Americans colored people have no virtues at all.

“We do not boast nor are we high up in the zenith of greatness, but with us jimcrowism would be a stigma on our civilization, a dark spot on our progress and reproach on our Christianity. Their painful cry of social equality is meaningless and ridiculous; their great effort for the segregation of the races would not have been so bad, but for the fact that it is practised to humiliate the darker race only where there is no chance to lose trade and the Almighty Dollar. They ostracized the whole colored race and cast aspersions upon the innocent

and guilty alike for the misdemeanor of one member. And where such race antipathy abounds, love and concord can never be cemented.

“Second: It seems to us that your American people enact laws only to break them; they make declarations in words, then render them void in deeds. Who else but Americans could so eloquently say, ‘God has created all men equal, and has endowed them with certain inalienable rights; among these are life, liberty, and the pursuit of happiness.’ This unique and solemn clause in the Declaration of Independence is in thorough accord with the scripture which says: ‘God has made of one blood all nations of men to dwell upon the face of the earth.’ Yet these very people’s actions show that they did not mean ‘all men’ were to enjoy ‘life, liberty, and the pursuit of happiness,’ but that they meant ‘white men.’ As for the ‘inalienable rights,’ that is a meaningless delusion, and can only mean ‘white men’s rights.’ And have they not done everything possible by the Grandfather’s Clause and other legal enactments of ‘color law’ in disguise to bring to naught their own solemn declaration? Are not these ‘Grandfather’s laws’ intended to deprive their colored fellow-citizens of their political rights?

“But not contented with legal enactments alone to deprive the colored brother of his rights, they often drove him from his home, and at times rob him of that which is dearest and sweetest to all mankind—life.

“Their christianity is like copper plated with gold, which does not need much wear to reveal the true metal covered beneath when it comes to the color question. And as the adage says, ‘silence gives consent,’ then it is feasible to conclude that the pulpit sanctions the race hate from the fact that not an American white preacher will raise his voice against the evil of race hate from the pulpit; at least, I have never seen it in print. We do not believe there is a white American who knows and practises the meaning of the scripture injunction, ‘Do unto others as you would have them do to you,’ when it comes to the race question. So far as we down here have ever read or heard, Cardinal James Gibbons is the only American prelate

who has ever spoken as a minister ought to do in an effort to rid the white Americans of that deep seated hate they have for their colored fellow-citizens. In an article written by the Cardinal, which appeared in the North American Review, some time past, he said:

“In the lower counties of Maryland the white and the black populations are nearly equally divided, and the great majority of both races profess the Catholic religion. I have had frequent occasions to visit these counties in the exercise of the sacred ministry. Before divine services began I have been delighted to observe the whites and the blacks assemble together in the church grounds and engage in friendly and familiar conversation. Then they repaired to the church, worshipping under the same roof, kneeling before the same altar, receiving the same sacrament at the same railing, and listening to the words of the same Gospel.

“This equal participation in spiritual gifts and privileges has fostered the feeling of good will and benevolence which no human legislation could accomplish. I never witnessed anywhere else the white race so kind and considerate to the colored, nor the colored race so respectful and deferential to the white; for there was no attempt in these weekly gatherings to level the existing social distinctions. As far as my memory serves me, the records of these two counties have never been stained by a single instance of an outrage and a lynching.’

“We believe that that form is the only true way to worship God, but how many other preachers can give similar testimony? The idea that a person cannot go into a church to worship God simply because he is not white is a peculiar religion that no one cares to embrace or enjoy outside the Americans themselves.

“These are the people who sent soldiers to Cuba, and warships and marines to Panama to enforce fair elections at the polls; yet their elections in New York show a worse state of corruption than Cuba and Panama combined, to say nothing of the vast South, where the ‘Grandfather’s Clause’ and other restrictions are common. If we had the say, we would have replied to their proposal for intervention by this reply, ‘Physician, heal yourself!’

“And if any of these small Republics had the one hundredth part of the race clashes found in the United States, these Americans would be the first to point the finger and say, ‘Look there! those people are incapable of governing themselves! Let us intervene!’

“Why, is ‘consistency ever a jewel’ with them? Among the British and Panamanians a man is not ostracized on account of his color? They treat a man more on his worth or the merit system rather than on the skin system. Our law is law and is seldom if ever interpreted to suit the color of the client or prisoner. And since God in His wisdom created variety of colors in the three kingdoms of nature, and different shades in the same specie, then to us it is logical to conclude that He intended also a diversity of color in the human family. Take the lower order of the animal creation and the same changes in color will be noticed. Why should it not be the case among mankind?

“We do not claim perfection for the English people, but nowhere can it be shown that they give ten months’ schooling to the white children and only three or four months to the colored children in the same community. They do not strive to put obstacles in the weaker people’s way, then gloat afterward of superior ability. The Americans remind me very much of this story I read: ‘A wolf and lamb chanced to drink water at the same spring one day. It happened that the wolf was at the upper part of the stream, while the lamb was at the lower, hence the water flowed from the wolf to the lamb. After drinking, the wolf said to himself, ‘Now I must start a quarrel with this lamb, so as to eat him.’ He then looked at the lamb and blazed out, ‘Say! you mud the water I am drinking!’

“‘No, sir,’ replied the humble lamb, ‘the water flows from you to me, therefore you can muddy it for me, but I cannot for you.’ ‘That might be true, too,’ said the wolf, ‘but a week ago your mother sent the dogs to hunt and molest me!’ ‘Pardon me, sir,’ replied the lamb, ‘my poor mother died when I was a week old, and I am now fifteen months old, hence she could not have sent the dogs at you last week.’ ‘Dead or not!’ said the wolf in a rage, ‘your breed hates me, anyhow, and I

am going to revenge it!' He then ran upon the poor defenceless lamb and eat him up.

"In that controversy the lamb's force of argument did not avail anything. It was mere selfish strength and power against innocent weakness. And I am bound to confess, from what I heard and saw of these Americans down here, that the story of the wolf and the lamb represents the relation and true situation of the white and colored races in America. These are our reasons for our position. It is a cause of wonder to us how any intelligent colored man could really speak in praise of a people like those unless he talks simply to be heard or from a patriotic viewpoint." The speaker sat.

"Gentlemen," said I, "indeed I am glad that your speaker has expressed himself frankly. I enjoyed listening to his caustic lashings and interesting arraignments which he felt disposed to heap upon our white fellow citizens. From the fact that he has prepared his paper, I shall ask him kindly to loan me the copy. I shall prepare a reply for next Friday evening."

It must be remembered that the great majority of the Panamanians are dark in color, and their feelings and sentiments are very well expressed in what is said above.



The New Wooden Pier at La Boca, on the Pacific, 800 feet long.

CHAPTER XIII.

THE DEFENSE OR REPLY TO CHAPTER XII.

The Speaker's Error—Origin of the Cry of Racial Inferiority—Race-Tree Proves the Cry to Be Unfounded—Egyptian Ideas Common Now—How They Excelled in Various Arts—Their Glory Waned Like That of Other Peoples—Signs in the Present Branch—Comparison of White and Black Races as Slaves—Deterrent Effects of the Cry of Racial Inferiority—Negro Progress in 41 Years Under Anglo-Americans—Truly Great Colored General—White American Acknowledges Negro's Greatness—Complete Separation of Both Races Advocated—Duty of the Favored Race.

The following Friday evening, at the appointed time, I rose and said: "My friends, I am glad to see so many present to listen to my defense.

THE SPEAKER'S ERROR.

"It is well-nigh impossible for any stranger, especially one who is not familiar with Republican forms of government, to fully understand by rumor or reading the real living relations and conditions of the white and black races as they exist in the United States of America, without going there in person to study the situation on the spot.

"When it comes to the race question, I must and will admit that the Anglo-Americans on the whole are boastful, and many of them scornful, on that topic. But let me inform you, gentlemen, that your speaker made a grave error last Friday evening when, in his paper, he made 'white Americans generally responsible for the race evils as they exist in the United States.' While the wrong committed on the colored race is the act of 'white Americans,' yet the action is confined to a certain class and party of them. Jim-

crow laws are introduced in many State Legislatures by party politicians; for be it remembered, each state makes its own laws for the government of the people of that particular state. The grandfather's clause and other restrictions for the disfranchisement of colored people are the products of party politicians, who usually raised an alarming cry and sounded a bugle of approaching danger, not that any real cause exists for such warnings, but those shrewd politicians know that if they set up a fearful howl on the supposed 'fear of Negro domination,' they would awaken sympathy among a certain element of their race, and thus secure more votes for their party. It is a vote-getting cry which is seldom ever heard until the approach of an election. The vast majority of white Americans are as adverse to the race evils in the States as you are now.

ORIGIN OF THE CRY OF RACIAL INFERIORITY.

"Careful investigation discloses the fact that the *Cutis Vera* theory, or the cry of racial inferiority, emanated from a source in which the oppressors of the colored race took refuge for making themselves justifiable in retaining their fellow-men in the bondage of slavery. From that innate essence, known as moral accountability, which is placed in all mankind by God, the white man knew that he was doing wrong in the traffic of human flesh and blood. He knew it was a heinous evil in the sight of God. But the white man was always a lover of money. He was always fond of gold, and a plenty of it; hence he was unwilling to lose the great gain and wealth which accrued from holding slaves. And to justify himself and satisfy his troubled conscience, he formulated the pernicious theory of 'racial inferiority.'

"Thus he reasoned: 'The Negro race is not equal to the Caucasian race by any means, hence that race is inferior. That being the case, we, the Caucasian or white race, would, of course, be perfectly justified in governing an inferior race and retaining its members as slaves.' In this way the erroneous theory was established and kept up to kill conscience. But, my friends, let it be remembered that this theory orig-

inated with the British and Dutch, and not with the Americans, who, though clinging to the theory with their characteristic zeal, and upholding the traditions of their proud ancestors with more fervor, yet they are not responsible for the baneful theory.

“Nor is the belief confined to the Anglo-American alone that the colored race is inferior to the white race. It is a universal belief. The Color Trust is the most gigantic in the known world. Every Caucasian owns stocks and shares in the Color Trust Company, irrespective of his nationality or place of residence, and any colored man who does not know that fact to be true should be awakened out of his sleep, as he has been slumbering away his valuable moments. On this race question the Anglo-American makes it known that he owns stock in the Color Trust Company. He does not play the hypocrite, but he makes his position known, and ‘open confession is good for the soul.’ His outspoken frankness has been of incalculable benefit to the people of color with whom he had to do, as I shall demonstrate. But let me be general at present on the subject of the race.

“If an instructor were employed to teach the botany of a tree to a class of pupils, he would, or at least should, explain the entire structural parts of the tree, from its roots to its leaves. Would it not be worse than folly for him to select only the two withered branches, which were previously struck by lightning and injured? Those withered branches would not contain the same substance in their natural form as the living portion of the tree. The protoplasm would be dried and its activity cease. Certain chemical changes have taken place, hence the branches are sapless and leafless. What we wish is the botanical explanation of the whole tree.

“So should it be, my friends, in dealing with this monstrous tree-issue of the race question. Then let us not confine ourselves only to the two injured branches of this race-tree. Let us not circumscribe our investigations to the narrow limits alone of the few members of the race whom our

white Dutch and English friends stole and brought to the Western Hemisphere as slaves. They were the beginners of the slave trade, and the victims whom they beguiled must be compared only as the injured branches of the whole race-tree.

THE TREE-ROOT OF THE RACE PROVES RACIAL SUPERIORITY AND BRANDS AS FARCE THE UNFOUNDED THEORY OF RACIAL INFERIORITY.

"The past greatness of the Hamitic race can never be doubted. Egypt furnished more wonders than all the other countries of the world combined. The Hamites, who were the direct ancestors of the colored race, held the Shemites in bondage, and prior to that time Nimrod, a member of the same Hamitic family, ruled all other peoples of his day. Egypt was the cradle of our present civilization, but Egyptian civilization was by far superior to ours in excellence. Solomon says in Holy Writ: 'There is nothing new under the sun,' and this declaration is especially true when we compare our present-day so-called 'discoveries' with the original inventions of the Africans. Did they not ride in horseless war chariots and carriages? Yes; and the modern people call the same chariots 'automobiles' today. Do you know that the civil service system was introduced 4,500 years before Christ was born, during the reign of Menes? And wasn't it only a few years ago the proud Britons adopted it, and subsequently the boastful Americans also adopted it? Why, to be sure. And do not forget that they called it 'new' when they adopted it. Do you know that the phonograph was invented and used by the Egyptians 2,000 years B. C.? But when Thomas Edison perfected his machine, less than a score years ago, he called it a 'new discovery.'

"Artificial eyes were first made use of by the Egyptians; they were of gold and silver and subsequently of copper and ivory. Hundreds of years later, in the sixteenth century, when they were made in Europe, porcelain was the substance used."

“Do you know that the Egyptian alphabet stands today as the only scientific method representing human speech? Do you know that wireless telegraphy was a perfected art among the Egyptians hundreds of years before the Christian era? Well, so it was. And if you doubt these assertions read the recent works of the greatest living Egyptologist, Professor Maspero, of England. But if you ask any schoolboy today who invented wireless telegraphy, he will tell you ‘Marconi.’ Did you know that the Egyptians were the original inventors of the banjo and many other musical instruments, and that they excelled all other peoples in the art of music? Well, it was so. The Egyptians were the first people to build a ship. And do you know they circumnavigated Africa and made several voyages to India and other parts of the Orient? Do you know that the Egyptians were the greatest scientists in occult arts, and that they spoke through animals, wood or other objects and practised the identical art known today as ventriloquism? Do you know they were the original inventors of the plough and the hoe? Well, it was so.

“But, my friends, you might say that the knowledge the people have today is fostered and promoted upon their knowledge of Christianity. Yet, about the ten commandments, which the whole civilized world observes, Robert Ingersoll, a distinguished jurist, said: ‘The ten commandments were not the product of Moses at all, because he took Egyptian law as model. It has been contended for many years that the commandments are the foundation of all ideas of justice and law. Eminent jurists have bowed to popular prejudice and deformed their works by statements to the effect that the Mosaic laws are the fountains from which sprang all ideas of right and wrong. Nothing can be more stupidly false than such assertions. Thousands of years before Moses was born the Egyptians had a code of laws. They had laws against blasphemy, murder, perjury, adultery, larceny, laws for the collection of debts and the enforcement of contracts.’ I did not quote from this author to detract from the Bible, but to support my claim and conten-

tion that the ancestors of the now despised colored race furnished the sample of moral laws by which the people of to-day are guided.

“But is that all the Egyptians did? No! They had secrets about which neither the proud Briton nor the self-sufficient American knows anything. Which of the two nations knows anything about the science of personal disintegration? The Egyptians taught this science in their higher institutions of learning. Where is the American or English embalmer who knows the formula by which the Egyptian dead could be kept in a perfect state of preservation for more than 6,000 years? Neither England, America nor any other modern nation can embalm a dead body that will be kept well preserved for a century. Where are the Caucasian architects who can build a structure like the Egyptian monuments, to stand unaltered after four thousand years? Do these products of the Egyptians show racial ‘superiority’ or racial ‘inferiority’?

“Go, if you will, to the land of the Negro’s forefathers, and look upon the obelisks, sphinxes, colossal statues, stately temples and tombs cut in the rocks of ancient villages! Take your learned men and scholars to Memphis, Thebes, Karmak, Luxor and other places in Africa, and ask them to decipher the inscriptions and engravings chiseled on stones and rocks in the most perfect manner! They would be like the elephants trying to study astronomy. Look at those huge and giant pyramids! Are they not speaking with their silent tongues of the matchless and unexcelled greatness of their builders? Gaze at that great and mighty pyramid built for King Cheops, which covers an area of twelve acres at its base, 693 feet on the sides and 543 feet in height! It does not appear now as if a volcano could shake it down! Yet I have known houses erected by modern-day white contractors which had to be repaired before the lapse of one year. Where is there room for the blatant boast of the Caucasian? Can his achievements in any way be compared with those of the Egyptians? The heads of our present-day engineers would become bald and their hair

changed to cotton whiteness if they were to puzzle their brains in an effort to devise plans to elevate those massive blocks of stones to their lofty heights in the pyramids. Some of those stones used in the mighty pyramids were 30 feet long, 4 broad and 3 thick. Then there were 208 layers of stones. But let us hear from the mouths of the Anglo-Saxons themselves respecting Africa's greatness. 'Before England was a monarchy, and while the Heptachy was still a troublesome fact, there existed in the northern part of the Soudan, the country of the blacks, several large and well-ordered Negro states, which had developed ingeniously a comparatively high condition of civilization. Some of these attained vast proportions. One, for instance, that of Songhay, was nearly half the size of Europe, stretching from the Atlantic to Sokoto, and from Borgu to Morocco. The Empire of Borgu was also very nearly as large. But now very little remains of these ancient glories.'—London Baptist Times.

"Then, again, Dr. Rerry says in his Cushite: 'By a careful study of ancient literature and archaeology the logical conclusion reached is that the ancient Cushites were the world's magnates and the world's schoolmasters. Those of Ethiopia taught art, science and theology to the Egyptians, and the Egyptians to the Eastern nations and the Greeks and Romans. The intellectual sun of the Ethiopians had already reached its zenith before that of Greece and Rome had risen above the horizon.'

EGYPTIAN IDEAS UNIVERSALLY PREVALENT NOW.

'There is not a single individual living today of the English-speaking world who has not some Egyptian belief clinging to him. The African astrologers were the most wonderful the world has ever produced. Egyptian students were the constant companions of the planets, but they did not study to tell the distances of those heavenly bodies on the parrot order, as we do today, but rather to know the 'signs of the times' by which they could tell and do 'wonderful things.' Their astrological 'Lucky and Unlucky Days, Wed-

ding Days and Months, Black Apparel and Crape for Mourning" are practised more or less by all of us today. In this respect the Africans have both the educated and ignorant people of our day on the same level. Do you ask in what way? Is it not remarkable that among the 36 sovereigns that sat on the English throne, from William the Conqueror to King Edward VII., there was never an accession in May, though each of the remaining eleven months witnessed one or more? The fact is due to the traditional belief which came down to us from the astrologers of Africa, that May is an unlucky month for the transaction of any important business. The experience of ages proved what the Egyptians said to be correct. Thus we have the little ditty, 'Marriage in May will soon fade away.'

"And why do the most aristocratic families practise throwing rice, old shoes, etc., at a newly-married couple? Have not the proud Anglo-Saxons this to say the bride should wear:

"Something old and something new,
Something borrowed and something blue,
And an English sixpence in her shoe?"

"And was it not from Egyptian knowledge of the 'signs of the times' we are told that, in choosing the wedding day, let it be remembered that:

"Monday for health,
Tuesday for wealth,
Wednesday the best day of all;
Thursday for losses,
Friday for crosses,
Saturday no day at all"?

"I refer to these things to show how we indulge in fads that came to us direct from the Africans. And have you ever read of how the Egyptian lass got rid of an objectionable suitor? She would step on his corn. If he had none, she would step on his feet, ridicule those he resembled, ask him for things he could not afford to give; she would never laugh when he laughed, would find fault with his plans, in-

interrupt him if he tries to tell a story, groan if he tries to sing, underrate his friends, and turned her head away if he offered to kiss her. He soon ceased coming.

HOW THEY EXCELLED IN THE VARIOUS BRANCHES OF ART.

“The Egyptians did not send their children in a helter-skelter manner to learn any trade or study any art, but guided by their profound astrological knowledge, they knew that each child had a particular adaptability, according to the constellation under which he was born. Thus, a male child who was born under the planet Saturn, according to the face of the heavens at the moment of his birth, would be sent to pursue a course in the higher branches of learning, and judges were selected from this class of men because ‘they would be wise and profound in thought and counsel.’

“They would select their generals for armies from men who were born under the planet Venus, because ‘they would be successful in leading large armies;’ their business men were selected from persons who were born under the sign Cancer and Sagittarius, because ‘they would be fortunate in business,’ etc. On this principle the man most naturally adapted for a particular work would be placed to do that work. Do you wonder that they had the best embalmers, engineers, musicians, astrologers, carpenters, masons, architects, teachers, sculptors, engravers, designers and skilled workmen? And when you hear of the science of clairvoyance, then remember that the Egyptians could do anything along that line. Moses was sent from God clothed with special power and authority to work miracles and do wonders, but he found that the magicians of Egypt were able to keep up with him. They did all, or nearly all, that Moses did, although they had no knowledge of the true God. But read Job, 37th chapter and verse 7. By that passage were not the Egyptians correct in their methods?

THEIR GLORY, MIGHT AND POWER WANED LIKE OTHER PEOPLE’S.

“In the natural course of events nations rise and fall. Where is Babylon, Assyria, Greece, Rome, Carthage and

other mighty empires? Did the light of the Egyptians go out because they were incapable of perpetuating it? Why, then, did the subsequent nations and peoples sink also into oblivion? Where are the proud Romans and the learned and classical Greeks? Did they not rise in the drama of nations like the Egyptians, and eventually vacate as another nation stepped to the front rank? So they did. And this change of positions in the nations will continue as long as time lasts. If these proud Anglo-Saxon families think they are always going to hold the front rank, as they have it now, they are sadly mistaken.

LIVING SIGNS OF THE PRESENT NEGROES' INHERENT GREATNESS.

"There are abundant evidences on every side today of the inherent greatness of the colored race. And whence could it come but by hereditary transmission from their Egyptian ancestors?

"The *lightening* greed of the Caucasians for gain and gold caused them to injure some of the branches of the race-tree referred to above. Snatched from their fatherland by force and other ingenious devices of the white race, members of the African race were brought to the New World and sold throughout the West Indian Islands and on the mainland of North and South America. In the shackles and fetters of slavery, with all its iniquitous and debasing tendencies, those Hamitic children were held, beaten, bruised, ill-treated, outraged, assaulted, murdered and retained as slaves for nearly three centuries.

"On the mainland of North America, and in nearly all the West Indian Islands, the slave-trade work of shame was managed chiefly by the British. Slaves numbering 18,000,000 were brought to the New World and sold. They were then forced to toil and labor for their white owners without pay for 256 years. Do you wonder that the Caucasians of Europe and America are rich now? There were numerous restrictions imposed by the slave-owners. One was that the slaves were to be kept in the dark back room of gross ignorance. It was an offense of the gravest kind to teach the

art of reading and writing to the slaves. In some places such instructions to the African race were forbidden by legislative enactments, and punishable as any crime or misdemeanor.

COMPARISON OF THE WHITE AND BLACK RACES AS SLAVES.

"Bear in mind, however, that the colored race was not the only one enslaved. There are only two or three nations, as far as the records of history show (and there are many transactions of the dim past that were never written, and we have never heard of them), that have never been enslaved. The Britons were slaves to the Normans, and were offered for sale in the markets of Rome. But, while the African slaves were eagerly sought because of their ability to work, the Britons as slaves were shunned because they were too lazy. As bondsmen the Britons were altogether inferior to the Africans. Cicero, in a letter to Anticus, said: 'A certain military expedition found no plunder in Britain but slaves, who were too dull to learn.' Julius Caesar was advised not to buy any Anglo-Saxon slave, as 'he was not only too lazy, but wholly incapable of producing anything good.'

"No man was born a slave, but circumstances made him a slave. It has, however, been so from time immemorial that the weaker of two races or people has always been termed 'the bad, the lazy, the shiftless,' etc. The weaker race has always been used as the scapegoat to bear and carry the sins of the stronger race in all ages. It is so now. But remember that the cry of "racial inferiority" today does not emanate from the observant and most intellectual class of white people.

From *Boston Globe* the *Baltimore American* of June 4, 1909, quotes the following:

THE NEGRO'S BRAIN.

"Astounding as it may seem, Prof. Burt G. Wilder, the eminent anatomist, who has been studying brains for 50 years, considered it necessary at the national conference on the status of the negro to disprove the old theory, born of ignorance and

prejudice, that the negro's brain is structurally inferior to the white man's. In order to demonstrate this point Professor Wilder showed to his audience the brains of many white men and of black men preserved in alcohol, and called attention to the fact, generally accepted by scientists, that it is impossible to distinguish between the two. Exhibiting the brain of a mathematician and philosopher and that of an illiterate mulatto, Professor Wilder said that structurally the one was as well developed as the other, and that the mulatto's skull was much thinner than the philosopher's.

"Anatomists are familiar with these facts, said the professor, but some popular novelists are not, or else they deliberately pervert them, and they are largely responsible for the persistence of an unsupported theory."

DETERRENT EFFECTS OF THE "RACIAL INFERIORITY THEORY."

"We must admit that the constant cry that the colored race is inferior has its evil effects upon both the white and colored races. Colored boys and girls, and grown folks, too, are often instructed not to employ professional persons of color. 'Don't employ the colored lawyer, because the white lawyer knows more, when, in fact, both the colored and white lawyer have been in the same class at the same college or university; but the colored man was by far the better student of the two. Yet when they came into active life the badge of color is a deterrent cause to the better qualified man, because of the pernicious 'race inferiority' doctrine. It is the same thing in the case of the physician, druggist, musician, teacher, preacher, dentist, editor, writer and others. They prefer to read a white man's book, newspaper, journal or literature. Distrust and lack of confidence in their own race is the result. A distinguished observer wrote this: "It is lamentably true that the majority of vagabonds and criminals identified with the Negro race could have been good and useful citizens if the same efforts exercised in discouraging and culminating the colored race were used in expressing the truth as it is. Many colored people would spend their idle moments in avenues of usefulness if they

were sure of gaining any credit at the hands of those who have assumed the judgeship over them. And since the tendency to conglomerate the good, bad, thrifty, shiftless and indifferent has become so popular with the newspaper correspondents, who use the Negro question as a topic of rhetorical exercises, while the public listens attentively and smiles complacently at the wicked and humiliating invectives, it has almost been a matter of impossibility for the better class of the colored people to influence for good the degenerating masses of their race.'

"But, remember, that the white man loses also, because he was nursing an erroneous belief that greatness was never to be found under the dark skin. And as two things could not occupy the same space at the same time, he could not have reasoned the right and wrong way at once. Dana Estes wrote thus: 'I have for several years spent my winters in Africa, and have studied the conditions of the African upon his own ground, having penetrated to the equatorial countries of the Uganda and the Congo State, in addition to traveling the whole extent of the Soudan, and while I agree in the statement that "God knows the South wants no more of that curse" of slavery, and while I agree with the general statement that "slavery is the sum of all evils," I have come to the conclusion that the greatest wrong which slavery inflicts upon a people is not upon the slave, but upon the *slave-holder*. No matter how greatly the slave is degraded, the evil effects upon the superior race is, in my opinion, the greater wrong of the two to the general civilization of the world.'"

That is the view of a great thinker and writer. If the white man believed that the Negro was great and said that he was not great, then he would have destroyed his own moral, logic and philosophy. He lost on false reasoning that the Hamite had no greatness, hence he refrained himself and prevented his children from entering into competition a test that would have brought out the best that was in both races. This indifference assisted the negro man to advance from the rear and practically overtake his white brother. And I would venture to say there are more negro youths today who would be willing

and ready to compete with white youths, in a fair and impartial examination, than there are ready and willing white youths to accept the challenge.

But, my friends, for the convenience of the argument in supporting my premise, and your preference for the British policy on the race question in general, and also your aspersions on the Anglo-American in particular, permit me to divide the Hamitic slaves on the Western Hemisphere into two wings. One wing was held in slavery in the West Indian Islands, under the iron rule and lashing whip of the British, in the blazing tropical sun, while the other wing was retained in chains and fetters on the mainland of North America, in the climate where there are extremes of heat and cold, under the Anglo-Americans, after they became a separate nation from the British. But the children of Ham thrived at both places.

THE SLAVES AND THEIR DESCENDANTS SHOWED SIGNS OF TRUE GREATNESS.

It must be admitted without a doubt that the Anglo-Saxon race is great. It will be admitted also that it takes only another great race to be able to compete with the mighty Anglo-Saxon race. Do you admit that? "Oh, yes," you replied. Listen carefully! In spite of the Negro's long years of servitude in woe and bondage; in spite of his mental and moral depravity; in spite of his fear and cowardice, degraded manhood and gross ignorance; in spite of his wretchedness and abject poverty; in spite of seen and unseen almost insurmountable barriers; in spite of innumerable obstacles; in spite of overwhelming odds against him from his own internal fears and external foes, the moment his chains snapped and his shackles fell, he rushed forward by leaps and bounds, until he placed himself in the foremost ranks of his Caucasian brother in a very short period.

Would you say his matchless progress was due to his race "inferiority" or superiority? Was not the effort he made like the stroke of a master? What other race in the annals of history has ever made such a rapid progress? There is an

adage which says, "What is in the bones will show itself in the flesh." The negro's greatness was innate in his race from the time of his forefathers, and it showed itself in the descendants, which made the adage to be true. Do you ask what these offsprings of the Hamites have done? What has he done in the pugilistic ring? Has he not been champion of the world, from lightweight to heavyweight?

NEGROES PROGRESS IN 41 YEARS OF FREEDOM UNDER ANGLO-AMERICANS, WHO ASSISTED THEIR COLORED FELLOW CITIZENS TO SUCCEED.

In connection with the Jamestown Ter-Centennial Exposition, which opened April 26th and continued until November 30, 1907, it will be remembered that the United States Government appropriated \$100,000 and gave said amount to the colored people through The Negro Development and Exposition Company, of Richmond, Virginia, of which W. Isaac Johnson was President, and Giles B. Jackson, Director-General.

The 58th Congress donated the money to assist the colored people that they would be the better able to show to the world what they had achieved and acquired since they had been emancipated 41 years before.

I was commissioned representative of Maryland, U. S. A., to the above named Exposition. J. M. May, M. D., of Alcorn. A. & M. College, Alcorn, Miss.; R. Kelser, Norfolk, Virginia; W. E. Hope, Washington, D. C., and D. N. E. Campbell, M.D., Baltimore, Maryland, were compilers of statistics, and the work was done by Dr. May and myself. Our estimate showed that the Negro race in the United States of America owned 141,000 farms, and homes valued at \$750,000,000; personal property valued at \$170,000,000. Hence the total value of homes and personal property was \$920,000,000. There were 19,850 churches with seating capacity of 6,300,000, and valued at \$40,000,000. There were 23 Negro Bishops and 16,000 ordained ministers.

There were 42,000 colored students in the higher institutions of learning; 30,500 teachers; 1,750,000 colored children in the elementary schools; 26,000 students learning trades; 1,250 pur-

suing scientific courses; 1,250 studying business courses. Books written by Negroes, 375; volumes in Negroes' libraries, 300,000, valued at \$600,000.

The race owns and manages 12 Colleges, 10 Academies, 60 High Schools, 5 Law Schools, 45 Hospitals, 25 Theological Seminaries, possesses \$12,000,000 worth of school property, and raised about \$11,000,000 for educational purposes. There were 250 druggists, 1,100 physicians, 700 lawyers, 450 nurses who were graduates.

The race edits six magazines, 522 newspapers, owns and manages four large publishing houses, old folks' homes in nearly every state, where indigent old colored people go and remain in peace and pleasure till death. In these homes the inmates are provided with all the necessities of life, and hence exempted from worry. There are several orphanages, and innumerable secret and insurance societies, of which the Grand Fountain of True Reformers, at Richmond, Virginia, is the largest and wealthiest in the world.

Negroes own and operate 32 banks, with an authorized capital stock of more than \$2,000,000. In the State of Mississippi alone they own and manage 12 chartered banks, with an aggregate capital of \$300,000, and new banks are being organized every year in various parts of the country. In Virginia the race is acquiring property at the rate of 50,000 acres per annum, and pays tax in that state alone on \$17,442,227 worth of real and personal property.

The United States census shows that the valuation of the land owned and cultivated by the colored race is \$10.50 per acre, while that owned by other races is valued at only \$9.38 per acre. The farms aggregate about 38,500,000 acres.

In addition to the foregoing statistics, there were 21,000 carpenters, 32,000 barbers, 15,000 masons, 12,000 dressmakers, 10,000 engineers and firemen, 5,000 shoemakers, 4,000 musicians, 12,000 bootblacks, 150,000 waiters, and about the same number of cooks and chambermaids. This is a concise account of the progress of the American Negroes during the brief period of forty-one years since their emancipation. But let it be remembered that the above quoted figures increase by amazing annual leaps and bounds.

The Negro Building at the Jamestown Exposition Grounds contained every variety of exhibits of the highest order of their class. The numerous patented inventions bespoke with their silent tongues louder than words could tell or stronger than pen could depict. There were mechanical art, literature of all kinds and classes, fine arts, floriculture, political life, domestic economy, statistics, photographs of professional life, business life, agerial life, staple goods, sceneries, etc. And as the thousands upon thousands of visitors to that great Exposition surged by and gazed upon the marvelous achievements and inventions of the colored race, they bowed their heads and muttered: "Great is the Negro race of America!" The greatest wonder of the closing years of the nineteenth century is the American Negro's progress.

IN THE PROFESSIONS.

In the courts of law throughout the United States today negro lawyers of culture and ability can be found contesting every legal inch of ground which is covered by white contemporaries, and, although judges and jurors usually belong to the white race, yet the undaunted colored contestant often wins his suit on merits alone, after a fierce legal battle. Does this shoulder-to-shoulder struggle with all the benefits of doubts for the favored brother show "inferiority?"

In every State of the Union now, white and black physicians alike must pass the same State Board of Medical Examinations before receiving license to practice medicine. The identical questions must be answered by both white and black applicants, who must measure up to the average requirement necessary to ensure eligibility to practise. Some of these examinations produced astonishing results, and revealed the mental superiority of the colored applicant. There are many distinguished negro physicians and specialists; and there are surgeons, too, who have performed successfully the most intricate operations in trephining the brain, sewing the heart, removing abnormalities of the abdominal viscera and other portions of the system.

The successful surgical operations of Williams, Curtis, Boyd, Warfield, Harris, Mossell and others could add fame and luster to the surgeons of any race. It must not be supposed, however, that the above named surgeons are the most talented and intellectual medical lights in the Negro's rank. There are numerous others who have the ability and might have been considered prodigies of the race, but they lack hospital facilities by which to demonstrate what they can do.

As the instinct to weave its web is innate in the spider, and in the bird to build its nest, so is oratory an inherent gift in the American branch of the Hamitic race. Hence, I cannot do better than to refer you to the matchless theological orators of the African Methodist Episcopal Church, the Baptist Church, the African Methodist Episcopal Zion Church, the Episcopal Church, the Methodist Episcopal Church, the Presbyterian Church, the Roman Catholic Church and other branches. It would require an entire chapter if I were to attempt to name the eloquent preachers of color in all the denominations in the States.

Many of the Negro's instructors in the higher institutions of learning are worthy literary lights. There are hundreds of A. M.; A. B.; M. S.; B. S.; Ph. D.; P. H. B.'s who received their degrees from the best institutions in the States. Professor Scarborough, the noted Greek scholar of Wilberforce University; Professor Lockerman and Kelly Miller, the talented mathematicians; Dubois and Booker T. Washington and Blyden, the distinguished educators; Dunbar, McGirth and Davis, poets, are examples.

A TRULY GREAT NEGRO GENERAL OF A FEW YEARS AGO.

A distinguished Episcopal clergyman published in the Baltimore American the following:

"Some time ago I directed attention to the great heart and magnanimity of Richard Allen, the great negro leader of nearly a century past. I now want to direct attention to the interior grandeur of the greatest of negro leaders and generals—Toussaint L'Ouverture. The possibilities of a race are to be discerned rather in the highest and noblest expressions

of their life than that of the weaker members so often held up to the discouragement of the people. His consideration for the whites of the Island and his nobility of soul are well illustrated in the following from his proclamation of defense:

“The French are coming to make slaves of us again. But there shall never more be a slave in Santo Domingo. They are coming; but they are our countrymen till they have struck the first blow. We will ask of them concerning our brethren on the coast of Africa. If, in return, they throw us in chains, and the whip, we shall know how to answer. But not a blow must be struck till they have showed whether they are brethren or foes. Our dark skin is no disgrace, but the first drop of a brother's blood dyes us all in infamy. Let the infamy be theirs who assault us. At this moment our first duty is to our white brethren on this island. In this time of our high excitement they are full of grief. They are guiltless of this attack upon our liberty. They are as willing as we to live and die under the rule of L'Ouverture; and under the special protection of L'Ouverture, they shall, if they please, live and die. Beware of imputing to them the sins of their color. Protect them from your hearts—defend them with your lives!” * *

On the very eve of his death, in a French prison, this grand old warrior inspired black men with eternal hope, in the following most beautiful and touching words:

“Therefore, may we hope that in this race will the spirit of christianity appear more fully than it has yet shown itself among the proud whites; show itself in its gentleness, its fidelity, its disinterestedness, and its simple trust. The proud whites may scorn this hope, and point to the ignorance and passions of my people and say, ‘Is this your exhibition of the spirit of the Gospel?’ But not for this will we give up this hope. This ignorance, these passions are natural to all men, and are in us aggravated and protracted by our slavery. Remove them by the discipline and stimulus of freedom, begun in obedience to God and fidelity to all men, and there remains the love that embraces all; the meek faith that can bear to be betrayed, but is ashamed to doubt; the generosity that can forgive severe offenses—and seven times

renewed; the simple, open, joyous spirit which marks such as are of the Kingdom of Heaven. Lord, I thank Thee that Thou hast made me a servant of this race." Does not the above quotation show a truly great man? Yes! his was true greatness.

A DISTINGUISHED WHITE AMERICAN ACKNOWLEDGES THE
NEGRO'S GREATNESS.

No less illustrious statesman than the Honorable Charles J. Bonaparte, Attorney General of the United States, said in substance in a speech delivered at Washington, D. C., before the Young People's National Congress: "In Europe there was a specie of red rats, which was so aggressive that it destroyed all other species of rodents with which it came in contact. No other kind of rats could live and thrive by its side. The Caucasian or white race is like the red rats of Europe. Every race of people is driven to the woods or die out that comes in contact with the Caucasian race. The Negro race is the only one race on the globe that has lived, thriven, flourished and multiplied by the side of the Caucasian race. That one fact bespeaks volumes in the Negro's favor, and no eloquence can be stronger than that single fact to prove the Negro's greatness."

COMPLETE SEPARATION OF BOTH RACES ALONG ALL LINES
WOULD DEVELOP A HEALTHIER SOCIAL AND ECONOMIC CON-
DITION, WHICH WOULD RESULT IN INESTIMABLE BLESSING
TO THE WEAKER RACE.

If you look out into nature, you will find this truth—that the larger and wiser animals feed on the smaller ones. Look at the great progress the American Negro has made along lines where he has been segregated completely! Look at the many churches and homes where he is master from the ceiling to the cellar! At these two points especially the colored people are rich today. He would not have anything along the same line if he were not segregated. If the white merchants would say, "We will not wait on colored people at our counters," what would be the result? Young negro men could form companies and go into dry goods business, and within a dozen

years they would be wealthy merchants. So would it be with the lawyer, doctor, dentist, and all other lines of trade. We stay in with the stronger race, and we are devoured. Look and see, and you shall find where there is only partial separation, or no separation, the negro race is lamentably weak.

Although separation of the race was the result of caste and was grievous, yet "out of evil comes good." In your arraignment you referred to our good and great friend—Cardinal Gibbons—and admired the fact that his white and colored church members go together. That is all right in itself, but remember this very important point in connection with the case—there are not more than half a dozen colored priests in the entire Roman Catholic Church of America today. We want a separation so that the negro boy can qualify himself and also become a priest, and even a Cardinal. Has that church any Negro Cardinal? If not, why not? The separation is a necessity, for by it the colored man's ability will develop and show itself. There are many colored people in the States who would prefer as you do, but they are in the minority. All the well-thinking colored people who are reasoning for themselves, and wish to see the true development of their race, prefer and advocate the complete segregation of the races with equal justice to all. They ask for no favors.

DUTY OF THE FAVORED AND STRONGER RACE.

In conclusion, my friends, let me say that it is the duty of the two branches of the Anglo-Saxon family to preach and practise the doctrine of the Fatherhood of God and Brotherhood of man, because their race at this epoch is favored by the Almighty; to act and teach the truth until ignorance and superstition be unknown in the presence of the marvelous light of truth, and the glorious time be hastened when "righteousness shall cover the earth as waters doeth the mighty deep." On my way from Brooklyn to New York one day, the car in which I was riding chanced to stop owing to an accident that happened to another car in advance of us. On the fence I noticed a large picture with a very large dog sitting in the middle, and on both sides of him, several other dogs sat ac-

ording to size, until the smallest dog was reached. It was a beautiful semi-circle the arrangement presented; but under the picture these words were printed, "EACH DOG HAS HIS DAY!"

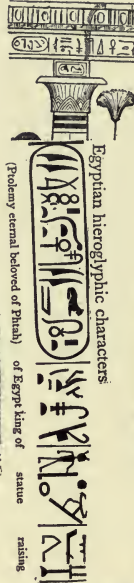
Today the Anglo-Saxon race holds the front stage of the drama of nations, but that fact does not prove that said race will forever remain on the front stage. We are neither prophets nor pessimists, but we are of the unalterable opinion that the Caucasian race will be allowed to occupy the front rank of honor and affluence as long as truth, justice, equity and brotherly love be the governing constitution, and the GOLDEN RULE the established platform for rule and action. The big fellow who sits at the front seat need not scorn and trample the little fellow at the back seat. Greece, Rome, Carthage, and even mighty Egypt changed their front rank, and so might the proud Caucasian, for the evolution of time always produced change. My friends, it is now late. I shall continue my defense next Friday evening on the British side of the race question and its results."



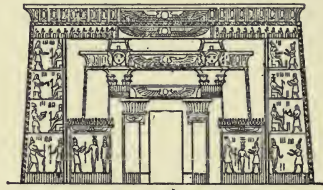
AN EGYPTIAN TEMPLE.



BLACK OBELISK.



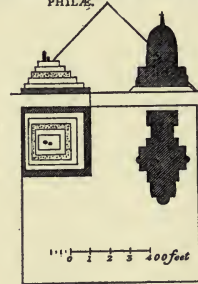
Egyptian Sphinx.



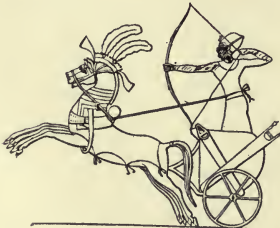
EGYPTIAN — FRONT OF TEMPLE OF ISIS AT PHILÆ.



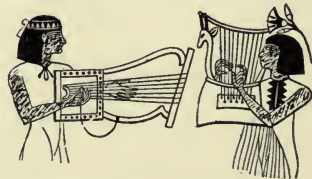
Egyptian Mummy.



Egyptian Pyramid,



Egyptian War Chariot,



Egyptian prominent musicians,

Some of the Egyptians' Matchless Works of Art and Achievements in Past Ages.

CHAPTER XIV.

THE DEFENSE (CONTINUED.)

British Policy in the West Indies and Its Results in Connection with the Negro Population.

The following Friday evening I rose with paper in hand and said: "Mr. Speaker and gentlemen, as the Panamanian Republic is very young (only four years old), and as the speaker made great stress on the British superior policy toward the Negro race, I shall confine my remarks chiefly to the British West Indian Islands; and, as Jamaica is the most important of the British West Indian colonies in the Caribbean Sea, I shall take it as a model for the smaller islands.

BRITISH EMANCIPATION OF SLAVES.

"From your handbook of Jamaica's History I quote the following: 'The most prominent occurrence in Lord Manchester's administration was the beginning of the controversy between the British Parliament and the Jamaica Assembly on the subject of the Slave Code. In 1823 the Assembly was called upon to give effect to Mr. Canning's resolutions for the adoption of measures to ameliorate the condition of the slaves. The Assembly refused to entertain the recommendations, repudiating the right of the Imperial Parliament to interfere in the internal affairs of the island.

"In 1829 the Earl of Belmore became Governor, and he repeated the demand of the British Parliament for the amendment of the Slave Code. Some acts in this direction were passed, but on the British Government subsequently making proposals for the further amelioration of the slaves, the Assembly offered a strenuous, if not violent, resistance, the House ultimately declining to consider any measure not emanating from themselves. So intense, indeed, was the hostility of a majority of the Assembly and of the slave-owners to the Imperial Parliament, that they threatened to "transfer their

allegiance to the United States, or even to assert their independence after the manner of their continental neighbors.'

"The excitement produced by these proceedings soon extended to the slave population, and on December 28, 1831, a serious outbreak occurred. The mansion and sugar estate of Kensington, in the parish of Saint James, were first set on fire by the slaves, and by midnight sixteen incendiary fires were destroying the property in the neighborhood. The outbreak was quelled by the militia, but not before property to the value of £666,977 sterling (or \$3,334,885) had been destroyed by the slaves.

"The British Government, in commiseration of the deplorable state to which the proprietors were reduced, extended to them a loan of £200,000 (or \$1,000,000) to enable them to restore their plantations. The Earl of Mulgrave having succeeded to the Government in 1832, again pressed the Assembly to pass necessary laws to give effect to the resolutions of 1823 of Mr. Canning. But the Assembly resisted as before, and declared that, while admitting the supremacy of the sovereign, they could not admit 'the supremacy of one portion of His Majesty's subjects in the parent state over another portion of these subjects in Jamaica.'

"After this the Emancipation Act was passed by the Imperial Parliament, and was laid before the Jamaica Assembly October 18, 1833. They could not but adopt the decree, yet they entered strong protests against the Act in their journals. On the 1st of August, 1834, slavery was abolished and the apprenticeship system established. The number of slaves for whom compensation was paid by the British Government was 255,290.

"The amount of compensation awarded the slave-owners for their slaves by the British Government was £5,853,975 sterling (or \$29,269,875). The apprenticeship system was subsequently abolished by an Act of Parliament in May, 1838, and on the first day of August of the same year absolute freedom was conferred on the whole negro population."

"Let me congratulate the British Government for its act of generosity and benevolence in paying such a large sum for the

freedom of the Jamaican slaves. This noble act on the part of the Government satisfied the slave-owners and established a feeling of amity and good-will between the former slaves and their former owners. Thus the freedman began his new career with the best wishes of those among whom he had to live. This was an advantage in the very start.

“That was not the case with the Anglo-American slave-owners. They did not receive a single cent for their many slaves—numbering more than four millions. This is one of the reasons why there is more race antipathy in America than is to be found in the British West Indies between the races. Then, again, it takes years for the feeling of difference to die out which would exist between slave-owners and slaves. This advantage of time you also have in the West Indies, because your freedom dates from 1833, with the agents of love, amity and friendship among the races, while in the United States it is only since 1865 the slaves were freed, with all the disadvantages of racial antipathy between whites and blacks, and also between whites and whites in the different sections of the country. Nevertheless, let us see what progress the Negro race has made without segregation under British rule, and where said race stands today with all the favorable advantages of longer freedom and no race antipathy.

EDUCATION.

“I must admit that the British West Indies have produced some very intellectual men who can rank among the foremost scholars of the day, irrespective of color. I know you have clever attorneys and some judges, and that you have had a Chief Justice, and a few native Attorney Generals. I know you have brilliant men in the medical profession, such as Dr. Edwards, whose record in the University of Scotland and one of the Canadian Universities made him an honor to his country and a prodigy of his race. I know you have some very successful medical practitioners, as Drs. McCatty, Branstof, etc. But how many schools have your great men founded for the good of the professions? Have you any medical or pharmaceutical schools? No! Have you any law schools? No!

"I know that negro youths without discrimination are allowed to enter Oxford and Cambridge, Edinburgh University or any other English schools they might select. But your native men never got the chance to teach in any of those schools, however qualified they might be to fill the position. The positions must be filled and the teaching done by white men. How, then, will your ability be demonstrated if you are together and all such positions have always been held by the Englishmen? Is there any room for you to develop? Is it not a fact that native young men who have received the Bachelor of Arts degree have to teach in the common schools for a living, as there is no room in the higher institutions of learning for them simply because such institutions are filled by Englishmen? What is the matter with your boy's knowledge? He received his B. A. degree at Cambridge with classmates of the Caucasian race, yet when he comes out into the world his English colleague gets the position as professor in one of your high schools or colleges, and your son must teach in the elementary schools. And if by chance that negro graduate is taken into the higher institution of learning as instructor, is he not retained only as "assistant"? Why, to be sure. In the United States the negro people are looking far ahead. Their horizon is not circumscribed in anything. They believe in segregation, because when the negro boy receives his degree of A. B., A. M., M. S., or B. S., Ph. D. or Ph. B., we have several openings in the High schools, Colleges or Universities awaiting him, where he might be employed to demonstrate his ability; and if such he possesses, there is the possibility of his becoming "president" of that institution, or be transferred to another in case of a vacancy by death or resignation. But he is never kept as an "assistant." Hence, we have many thousands of negro graduates who are instructors in our higher institutions of learning and drawing very good pay as salaries. We can show you an army of them, and you cannot show us a dozen. The reason is too clear for anyone to pretend that it cannot be understood. Why, in the country of racial segregation the colored boy strives to reach the top, because he knows honor and good salary await him. In your islands

without separation of the races, all the important places belong to the white man, and the negro boy says, "What is the use of denying myself and studying for the B. A. degree if I have to teach an elementary school afterwards at £25 to £60 per annum?"

Is it not the same state of affairs in your churches? As a general rule have not native preachers to accept the smallest charges, while the white men hold all the largest and most influential? Our segregation in the United States placed the colored people in possession of about 20,000 church edifices of all size and shape, situated in the most fashionable centers of the various cities and towns, as well as in the country. Into these churches none but the sons of Ham can be pastors. It is their heritage. Hence, if the negro preacher has the ability he can be called from a small church in the savannah of Texas at a small salary to another in Chicago or New York, Boston or Philadelphia, at a decent annual salary. And the colored people's churches are as spacious as the white people's churches, because most of the colored churches formerly belonged to white congregations, which they sold to the colored people. Have you any church which you can really call your own, that is not in some Union whose president is a white man? How many Old Folks' homes, orphanages, banks, high schools, colleges, universities, hospitals, sanitariums, medical colleges, pharmaceutical schools, law schools, theological institutions have you? What inventions have you perfected and patented? What industrial progress have you made? What has the negro population under British rule to show to the world they have done during nearly a century of freedom?

I have made special inquiries concerning these points, and I am sorry to say, my friends, that even your intelligent men seemed contented while things drag on just as the Englishman directs. What he thinks and says should be done is done. Hence, on the whole, the negro race under British rule without segregation has done practically nothing for itself, but has fallen into a state of inertia desuetude. Without a single race leader or union, disorganization causes a lax condition of

race unity which is sad and lamentable. But you speak about American prejudice! In the States race prejudice is sensible, and produces good results. In the West Indies among the negro race itself prejudice is greater under British rule than anywhere else in the world. The shrewd European politician, to keep the race apart that it be more easily managed, has successfully taught all the negroes to look up to the Anglo-Saxon, but down on his own race according to the shade of the skin. This teaching was practised probably from the fact that the negro population was larger, and if they were united and educated along racial lines, they could have everything their way and the white brother would be out of it. Hence, if there are twelve shades of negroes in the British and French West Indies, there will also be a dozen sections, each looking down upon the other according to the darker hue of the skin, and the prejudice in this way is greater than is to be found between the white and black races. This condition is worse in some of the islands than in others. It is the same principle that has divided Hayti into two small republics, a fact which made the Haytians much weaker today than they otherwise would be. Was this scheme started intentionally to weaken the negro race? The Caucasian is made stronger because among the colored people there is no unity, and, consequently, there can be no strength.

Has the colored race forgotten what the scripture says in Timothy v. 8? The indifference of the race is so great that the Caucasian does just what he thinks best; and thus one writer observed and wrote: "The West Indian Negro who fraternizes, or with whom the white man sometimes affects to fraternize, and who, by this seeming condescension, fancies himself transformed into a full-blown Anglo-Saxon—an idea which robs him of a just conception of his individuality, hampers the progress of his people, and lends countenance to the belief in the superiority of the white skin." With us in the United States, every negro, whether he is as white as snow or black as tar, considers himself one of the race, and always unite for the betterment and uplift of his race, hence, there we are not divided, but united as one. The same observer and

writer quoted above continues: "The Afro-Americans, more educated and progressive, realize their manhood and equality, and glory in the fact that they are what they are, so far as color is concerned. In the American Negroes does not exist that silly and slave-engendered aspiration to change their epidermis. They know whence they come, and feel that they stand on the same manly footing as their white brothers, capable of the same possibilities if given equal opportunities. With them segregation has brought about a unity, which would otherwise be impossible. The dominant idea is to build up for themselves those necessities of life, which mark the aspiration of civilized and progressive people. Their number of leagues, associations, clubs, mutual organizations, commercial enterprises and other combinations of various descriptions, having for their object the moral, social, intellectual and material progress of the race is simply astounding. The result of this unity is, that the thousands of dollars, which once found their way in the pockets of the white people, now go into their own coffers. * * * To those of us whose eyes are not closed to the condition of things here in the West Indies, it is evident that we are considerably behind our Afro-American brothers. And this unfortunate state of things will continue as long as we cling to the slavish idea that the white man must *lead* and we *follow*."

The above quotation was made from the pen of one of your own men. You complain of the ill-treatment given the West Indian laborers at the Canal Zone by white Americans. Yet you are forced to come and accept said treatment and such little wages that no colored person would work for in the States, to say nothing of leaving their homes to go abroad to work for such pittance. Your sad condition in the British West Indies, therefore, makes it possible for the white southerner to humiliate you and thus distract from the high standard your Anglo-American brother has set up for the protection of the race. Hence today the British West Indian Negroes have found themselves "between the devil and the deep sea." The Englishman has nothing to give him to do for a living, and the Anglo-Americans who have it to give says:

"These are not our negroes and we are not bound to look out for their interest. They are aliens and we will get all we can out of them for as small wages as possible."

My friends, I hope your eyes will be opened some day to see as you should the awful plight your preferred British policy has placed you in. You prefer it for no other reason than that the shrewd Englishman does not tell you that you are a "Negro," and as he sometimes shakes your hand and smiles with you, at the same time leaves you poorer or worse off, so far as material things are concerned, each time he comes in contact with you, you are contented.

The sad state of affairs among you can be also seen from the following communication sent to one of your newspapers:

"DEAR SIR:

"Please allow me space in your columns to make a few remarks relative to the editorial article which appeared in the Jamaica Guardian, October 3, 1908, under the caption, 'A Story and Its Morals.'

"I take this position because I am interested in that land and its people, and also acquainted with the lady, Mrs. F——, and her girl, Edith W——, who it is alleged deposited twenty-five shillings in the Island Treasury April last in conformity to the law. In your article it is made clear that since the recent law became operative, each Jamaican going to the Isthmus is required to deposit twenty-five shillings with the Government, and on returning home, upon presentation of the receipt for the deposit, together with the permit, which must be endorsed by a member of the constabulary as evidence of identification, the money deposited is refunded to its owner.

"Should not this routine afford ample safeguard for the money deposited, and also sufficient obstacle for the oppressed people who are striving to better their condition? Do those who legislate such laws really know or ever think of the woes, trials, hardships, vexations their countrymen suffer and endure abroad by working for foreign nations who have no interest in them? Whose pen can well depict or tongue tell the indignity heaped upon West Indians who are endeavoring to earn

a livelihood on foreign soil? But can anyone blame ambitious people for seeking bread and subsistence abroad, since their own country fails to provide them employment? And even when such employment is secured, the worker practically receives no pay for wages? Should not these islanders be encouraged for their heroic effort and struggle in Central America and the Isthmus to avert the poverty that confronts them at home?

"But, in addition to the foregoing impediment which their own government placed in the pathway of the natives, your paper states that, 'Instructions were issued about a fortnight ago to the Island Treasurer not to refund any depositor's money until an inspector's identification of the depositor was secured.' It must be remembered that this 'inspector' was not required to notice or photograph the depositor when the deposit was made. Naturally, of course, the 'inspector' would not know the depositor, and, consequently, could not identify him, but would pass him along from one official to another. Thus, the native returning home, would soon become tired and weary of the bother and delay caused by this 'pass-'em-on' method, and fearful of the expense of board and lodging and also the loss of much precious time in the vain effort to be identified, leave the money in disgust in the Treasury and go home, never again to receive it.

"But should not these clever foreign schemers be satisfied with the money which reverts to the Government from natives who have died abroad and others who never returned home? Why, then, resort to such trickery to leach those who return? What a neat scheme to filch money from the poor! What a shameful and outrageous Modus Operandi under guise of official protection! But do you say it is only laborers to be victimized that way, then why such ado? From personal experience in the most progressive countries, I declare beyond successful contradiction, that *The Masses Of Every Well-Managed Government Constitute The Most Essential Nucleus Of The Country's Prosperity*. Can you deny it? Look at the care exercised by unions to ensure protection to all classes of laborers in the United States and its consequent results!

“The merchants, lawyers, doctors, preachers, editors and other vocations prosper as the result of good wages and protection to the laboring class. That class of the population has no cause for going elsewhere to seek employment. Show me a country where the laboring class is oppressed, down-trodden, underpaid and overlooked, and I will show you a country that does not worth its name, but abounds in poverty and all its concomitant evils. And does not a philosopher say, ‘Poverty is worse than disease?’

“But, remember, that the imposed injustice on the returning laborers is not confined to one class of Jamaicans as some erroneously suppose. See the truth in the following Latin quotation—*Ex uno disce omnes*—As It Is For One, So It Is For All.

“But the question naturally arises, who issued the instruction to the Island Treasurer that no money was to be returned to the depositor until such was identified by an ‘inspector’?

“If such instruction was issued by the Governor or any other foreign official, may not the following questions be fittingly asked at this time? Who will answer them?

1. When do Jamaicans expect to rise above accepting the condition imposed by that famous *Paramount Importance Clause*, which invests the Governor with practically absolute ruling power, and enables him *ad libitum* to do what he desires, in spite of the Legislative Council pompously existing as a body representing the people? Is the council only a figure-head?
2. Do these islanders intend to forever tolerate such injustice and at the same time remain members in good standing of the Dumb Driven Cattle and Folly Club? How long do they intend to allow all the lucrative positions in their Island home to be held by foreigners, thereby annually depleting their country and sending its wealth abroad across the Atlantic? Can any country ever rise where the bulk of its tax and other revenue is paid in salaries to outsiders and carried away instead of being utilized at home for the development of the resources of the country whence it is derived?

3. When will Jamaicans, like intelligent Americans, learn to favor and protect their own people by enacting laws to abolish peonage by which their countrymen are carried to Central America and Coolies are held in semi-slavery as laborers? When do they intend to enact sensible laws to prevent Chinese, Coolies and Assyrian importation either as pedlers, who will encroach on the native merchants, or as laborers, who must of necessity snatch bread from the mouths of that class of laborers?
4. When will Jamaicans realize that the poverty, stringency and continued depression of their country are due principally to the lack of industrial enterprises, native organizations, corporate bodies to develop home resources, good pay for labor, better pay for natives and less pay for the Englishman who remains temporarily among them?
5. When will Jamaicans know that to maintain a high standard of fitness and efficiency for office, the Merit System should be the only criterion, and Civil Service the only rule to ascertain the fitness; that favoritism versus merit for filling government offices breeds and harbors an unhealthy state of intellectual weakness and incompetency, with certain inevitable reaction? And that it is a positive downward step for any country to abolish its Civil Service system and substitute therefor partisanship and favoritism?
6. When will these Islanders awake from their long slumber and learn that unless insane, or in some way deranged, a healthy mother is the best nurse for her offspring? *A Country For Its Natives*, like a mother is for her child, constitutes the most important and essential principle, which, when established and maintained, produces continued and increased prosperity? Since England is for Englishmen, America for Americans, Hayti for Haytians, Cuba for Cubans, why then should not there be a "Jamaica For Jamaicans?" But the hope and expectation of its misguided natives to the contrary, notwithstanding, will never be realized in seeing the "Promise Land of industrial milk and honey" in their island home through the medium of highly paid foreign

British officials. For if the X-ray of truth be turned on the whole situation, what will Jamaica really be if American trade, capital and industry were taken out of her?

Hence, Jamaica needs an Evangelist to preach the gospel of home industry, native self-reliance, unity and freedom from oppression; she needs a Moses to deliver her pilched, underpaid and over-taxed people; she needs a qualified physician to heal her chronic, bleeding and sloughing wounds, and inject new life-blood into her depleted and withered veins and arteries; she needs a chemist to prepare wholesome food for her indigent leaders that they might be the better able to trace effects to their causes and devise measures to remedy existing wrongs; she needs an ocular surgeon to remove the political scales which have so long obstructed the visions of her sons and caused them to be indifferent to their rights. Oh, islanders, awake! Shake off the dust of indifference and sing the new song—"Jamaica For Jamaicans!"

Mr. Speaker and friends, if I hurt your feelings and touched your pride, I ask your pardon; but in my defense I could not overlook these facts and conditions I referred to. But to return to the subject of the colored race under the Anglo-Americans and British respectively, let me say, it was a blessing when the Anglo-Americans taught their negro fellow-citizens to work, and also the fact that labor has its dignity. They have been taught to swim early, and they are neither afraid nor ashamed to work. The odds against which the Afro-Americans wrestled did nothing but develop their strength.

But does not the case of the returning laborers to their island home show that even the dominant race in the British West Indies is not up to its former standard? And was it not General Baden-Powell, an Englishman, who, in his work on Matabele Campaign, said: "The Negro must be governed with a hand of iron, and it is necessary at times to remove the glove"? You are indeed welcome to all your preferred British policy; but we thank God for the generous and liberal Anglo-Americans, through whose assistance the Afro-American people have succeeded beyond all comparison.

But the entire colored race, whether residing under the Anglo-American, British, or any other flag on the Western Hemisphere, whose ancestors were brought from Africa under similar circumstances, should unite in the sentiment of the following Hamitic Prayer, which has a verse to every letter of the alphabet indicative of the thought for the good and best welfare of the *whole* Negro race throughout the world:

ALPHABETICAL HAMITIC PRAYER.

Arrange with us, Great God,
 Against all races' rod;
 And may Thy presence prove
 All evils to remove;
 And this we pray, "Be Thou our stay,"
 Till earth and heaven pass away.

Beside us day and night
 Bend Thy protecting light,
 Back like in ages past,
 Before the Egyptian Blast;
 Bind us in love and unity
 Till earth and heaven pass away.

Come near us when we call,
 Come lift us from our fall;
 Cancel our vice and sin,
 Cause our just cause to win;
 Come guide our feet that we can't stray
 Till earth and heaven pass away.

* * * *

Master, how dark the night!
 May morning bring us light?
 Many long years may pass,
 Morning will come at last;
 Must we not for it hope and pray
 Till earth and heaven pass away?

* * * *

Oh! Omnipotent King,
 Over us spread Thy wing;
 Ope wide Thy chastening Seal,

On those against us strive ;
Oh, teach our race Thy righteous will,
Till earth and heaven pass away.

* * * *

Zion,—that land above,
Zion o'erflowed with love,
Zounds there are all unknown,
Zealous each with his crown ;
Zion, we hope for justice there
When earth and heaven pass away.



Castleton Gardens, Kingston, Jamaica, West Indies.

CHAPTER XV.

WOMAN: HER PLATFORM, PROTECTION AND TREATMENT.

"It appears, doctor, as if you wish people to run me out of Colon," said a young editor, as he seated himself on a veranda chair, smiling.

"What do you mean?" I asked earnestly.

"Well, my dear sir," he said seriously, "it is a fact that I asked you to prepare me an article on some subject for my paper, and you have kindly written it on the subject of woman; but I dare not publish the article you have prepared, because both writer and publisher would be cursed from Dan to Beer-sheba, and probably hissed or stoned if we venture on the street."

"Why, is there anything derogatory in the article that would provoke such treatment of us?" I queried.

"Yes, in a general sense, I should say it is derogatory in its tone. You see, people of all classes live here in concubinage. They would say the article was especially aimed at them. When I read your article to my friend last night, he said to me, 'If you know what is good for you, I would advise you not to publish that stuff. Those pretentious Americans make me tired. What have they to do with the private life of anybody? They are here to dig the dirt of the Canal. What have they to do with our morals? Yes, I understand that the Manager of the Panama Railroad dismissed a young man from a good job because a young woman reported that the fellow wronged her, then forsook her. Yes, and the young fellow is "fired" without notice or warning: What do you call an act like that?' I told him that it was a pretty bad case, but I did not think it was the business of anyone outside of the two concerned."

"For my part," said I to the editor, "I think the Railroad Manager is to be congratulated for teaching that most essential lesson to a people who sadly need it. And I sincerely hope the heads of the various Departments here under the United States Government will 'fire' every man who does an act of that kind, and also blackball him, so as to prevent him being re-employed anywhere on the Canal."

"If you take my advice, doctor," said the editor, "you would not allow these people in Colon to hear you say so. People here have been accustomed to live as they choose. Of course, on the Canal Zone they have to keep mighty straight, as no one is allowed to live there in concubinage. There the law is so strict on that subject that the authorities often sent detectives to the people's houses; and if an unmarried pair be found in the same house, they are forced to marry then and there, or quit off the Zone Territory. The folks do not relish it at all, but as they have no alternative but to marry or quit, they usually get married. A striking example of the folly was that of a widow, who lived in the same house with her son, and because they could not produce a marriage certificate, they had a hard and stiff time from being forced to marry. What do you think about that? I think it went a little too far. But why all such ado? Have they not the same thing, if not worse, in the Southern States of America? Haven't I heard that white and colored persons remain together without legal molestation, and have children, but the moment they dare to get married and try to lead a better life, they are arrested and placed in prison for breaking some statute law? Isn't that worse than our simple concubinage? Canal diggers should not be moral reformers. That part of the work should be left for others to do."

"It might have been a trying experience for the poor widow," I said, "but the effort to rid American territory of the sin of concubinage is a righteous one, and should be commended. It teaches the groundwork principle of morality; and to be frank in the matter, that 'Forced To Marry System' introduced here in the Canal Zone is the best and only remedy for these long-neglected Central American countries, and West

Indian Islands, where women are not protected at all; where they can be wronged without redress, and where the law seemed to favor men only.

"Respecting what you said of certain Southern States practicing a worse form of the same grievance, which you are forced here to remedy, I am not well informed where people would be imprisoned to marry who were living together, simply on account of color. But if such condition exists, the pulpit, and press, and righteous members of the community should wage a relentless war against it until such evil is abolished. I am aware that on account of color many wrongs are winked at in the Southern States; even by the pulpit, and I must say, as great as the United States is considered abroad, the race antipathy, especially of the South, has produced causes which leave dark blots on the fair and good name of a great country. But I hope someone will root out the evil there as the American authorities are trying to do here."

"But your divorce evil in America is not confined to any section of the country! Why don't they remedy that? Bosh! I think they are not sincere in this 'forced marriage business' on the Zone, else they would set the proper example by first thoroughly cleansing their own home," said the editor.

"Well, my good fellow," I answered, "I believe that twenty cases of divorces show a very much higher state of morality than one case of concubinage. In the States, it is true, we have numerous divorces, but let it be remembered that people are not allowed to live in concubinage there. If such exists, it is on the sly, and I as an individual am not aware of its whereabouts. Well, I am sorry you are afraid to publish the article, as it took me quite a little while to prepare; but since it will hurt and hold you up to ridicule, then I have no criticism to offer. But I wonder why people try to appear better than they really are? And why should they try to dodge the truth?"

"I am not exactly opposing your argument," said the editor, "but as the article contains objectionable features, I will have to refrain from publishing it just at this time." The following is the article:

W O M A N :

HER PLATFORM, PROTECTION AND TREATMENT.

BY

D. NEWTON EMANUEL CAMPBELL, M. D.

WOMAN is the most superb product of the Creator's handiwork on earth. She was not made from the "dust of the ground" as man was. The ingredients which enter woman's construction and constitute her framework were not raw materials when taken, as those used in Adam's framework.

The first man became a "living soul" with two component parts; first, the framework of purely clay material; and second, the infusion of the Creator's breath. It was from this living man, an already finished and complete compound, a rib was taken to form the framework of woman's body. Is it not feasible and logical, therefore, to conclude, even without biblical support, or any authentic evidence, that an additional breath of the Creator was infused into woman's framework before she became a living soul? Could anyone contend that it was not so?

This being the case, then it is clear and indisputable that woman's body consists, in a sense, of three parts; first, the original clay in Adam's formation; second, the Creator's breath which already had permeated the original clay and infused life into Adam; third, the additional breath of the Creator whereby woman's framework became a living soul. The two latter essences might have fused into one, but it remains vividly clear that woman's body contained more of the Eternal essence than that of man. Of course, that would make her a higher moral being than her brother. And is she not, indeed, more susceptible than man to discern right and shun wrong? I will prove this in her acts to you.

HER PLATFORM.

Investigations have long ago established the fact that woman's anatomy, bulk for bulk, contains less organic and mineral substances than that of man. Hence, she usually has

smaller structures, less strength, less brain matter, and consequently less mentality and reasoning power than man. But who will contradict the fact that woman possesses higher morality than man? To my mind this is an axiom, though probably not universally known and accepted. But how could it be otherwise, if she received double breath infusion from the Creator, while man received only one?

Statistics show that woman placed in positions of trust has always been found faithful. Seldom if at all has she forged notes. She is not a bank defaulter with a host of policemen and detectives seeking her whereabouts, and chasing her from city to city. She is not a speculator in stock, races and pugilistic fights with other people's money intrusted to her care.

Does she always wreck banks and insurance companies, then resign to evade detection and arrest? Isn't it a fact that woman is rarely a murderer, gambler, drunkard, bigamist or imposter? I do admit that through human depravity she can, like her brother, descend to the lowest level and drink the dregs from the cup of vice, yet even at the bottom of the pit of degradation, her conscience will be found to be battling fiercely against the monster that dragged her there. She will make efforts to redeem herself and start again toward the goal of right. She will neither be happy nor contented down in that pit of debasement. The forces of evil might prevail against her, and leave her bruised and bleeding, but her desire and effort will be to rise and live in the limelight of reason and conscience.

A little careful scrutiny will disclose the fact that more than 95 per cent. of the evil suggestions which resulted in the misconduct or improper behavior on woman's part originated in man. Is not this statement true? Why, then, do you place the blame on her? Why oppress her with the greater part of life's sinful burden? Why do you wrong her without suitable redress? Why do you make laws oppressive to her, and keep those laws on the statute books without repealing them?

As she constitutes the flower of society, the backbone of the church, the cream of every community, the chief object of love and friendship, the center of affinity and attraction in the

home and the nursery of future generations, then it should be the popular and universal consensus of opinion that woman should be properly protected at any cost. Is it not high time that men in the tropics and islands of the seas should awake to the realization of woman's value and paramount importance? I have never seen any place where there is such little regard and respect for woman as here in Colon. Wake up, ye dozing and snoring sluggards! Do you call yourselves men? If so, the important issue of woman's protection demands immediate attention! Wake up and sleep no longer over this question.

But while the men have a duty to perform, every woman should assist the men by adopting the following principles as her platform, thereby raising high the moral standard:

1. Every woman should early learn this most important rule as guide of her life—*Always Be The Wife Before Becoming The Mother*. Never be the mother first, then the wife afterward. Teach this principle to your daughters!
2. Every woman should learn to wear a pleasing smile. Remember that it enhances grace and beauty.
3. Every woman should be taught early to work, and also to recognize the dignity and importance of labor and of being independent. She should know household duties, and be thoroughly familiar with the methods of domestic economy. She should never forget that it is ten times more dignified and honorable to do any sort of druggery work for a living than to be richly or gorgeously attired as the CONCUBINE of any man, whoever he may be.
4. Woman's health is of the most important national asset. She should strive to be healthy, neat and tidy. Beauty is said to be "skin deep," but "Cleanliness Is Next To Godliness." This cleanliness is never secured by perfume, powders and cosmetics, but by plenty of soap and the free use of water. A woman should be clean in dress, body and mind. Her tongue should be a perfect stranger to bad and profane language; and she should always so

demean herself that she might receive the respect to which she is entitled. She should strive to be always the "sweet angel" in every community. Oh, lovely woman! hold high your head!

HER PROTECTION.

In this, the dawn of the 20th century, a NEW MAGNA CHARTA is an essential need in every community for woman's proper protection, if the world is to advance to the high and lofty plane to which she now seems destined. Every tribe, race and nation should agree on the terms of a High Tariff Treaty for the best legal and moral protection of womanhood.

Well, you might ask how should this be done? I cannot say exactly how the law should be enforced, or its routine be carried out. But some law to this effect should be enacted. My readers will pardon me for referring to the United States of America as the country where woman is better protected, and consequently more highly respected, than in any other country. Do you ask how she is protected there? Well, I will tell you.

Be the girl high or low, rich or poor, old or young, white or colored, the man who seduces and ruins her runs the perilous risk of losing his life, or either marrying her upon her complaint, or be sentenced to a long term of imprisonment, as penalty for his offence. But she can never be wronged, and her seducer go free as here, unless he never stops running. And in many instances, after the ruined daughter lodges her complaint, if the father or brother gets to the seducer before the police arrests him, then something awful usually happens, which ends in great injury or the funeral of the seducer.

I think I hear you say that such drastic measures should never be inflicted upon a man who seduces a young woman, then leaves and forsakes her with her burden of shame! Ah! but it serves as warning to others! Does it not hold up the evil as one to be shunned? And if the ruined daughter happens to be of tender years, under the "age of consent" and her seducer is arrested and convicted, he is usually sentenced by

the court to be hung. Seldom have mitigating circumstances prevented the extreme penalty of death in case of this kind.

No man in official position, drawing pay from the United States Government, could act unseemly toward a woman. If so, he would be tried, and if convicted, he would be dismissed from the service for "conduct unbecoming an officer or a gentleman." Reparation is usually made whenever a woman is wronged under the United States flag regardless of whom the offender might be. And if anyone uses vulgar or profane language there in the presence of women and children, such an one is arrested and dealt with according to law. Do you say such laws are too strict?

Let me assure you whatever you might think to the contrary, that strict laws for woman's protection produce a moral, healthy and wholesome growth in any community. Boys and men learn soon to behave themselves with propriety, or suffer the serious consequences that follow any misconduct of that kind on their part.

On the contrary, wherever lax and inadequate laws exist for woman's proper protection, an unhealthy and morally low social condition must of necessity exist. And may God have mercy on the place and society where the illegitimate husband plays the gentleman, and his unfortunate victim act the part of the lady; where the illegitimate birthrate far exceeds that of children born in wedlock; where the disease of concubinage scatters its deadly germs unchecked by some legal antiseptics, and where diseased concubinants are called and considered "decent" people. For what social, legal or moral right has this class of people to call themselves "decent"? Has 2,000 years of social and religious instruction gone for naught?

So far as I know, it would be next to impossible for a couple living in concubinage to secure lodging in any hotel or private family of standing, or even rent a house in most of the States. Such people are shunned, spurned, and sometimes stoned out of the community. They are never considered as "decent" there. That is the way woman in that particular is treated in Uncle Sam's territory, and I hope this protection will follow the Stars and Stripes wherever she floats in the breeze.

Preachers and others interested in this topic of woman's protection should everywhere disrobe themselves of their former garb of narrowism and indifference for this particular good. They should interest themselves in political matters until from every precinct and legislative district no other but the very highest type of moral men will be selected for the legislature to enact and amend laws for the uplift and proper safeguard of the people in general, but for women in particular.

A distinguished statesman said: "A good and capable government is that which makes it easy for its people to do right, but difficult for them to do wrong." And I think the time has come when every lax government, where womanhood is unprotected, should voluntarily pull down its flag and ask a more capable nation to assume control. This is no age to hide weakness by pretense. Any progressive and enlightened people should look with disdain upon a high illegitimate birthrate in their midst; but parents and nation alike should be ashamed of it, and strive to improve and protect womanhood.

Great things are expected of this young Panamanian Republic. And it is to be hoped that her leaders and officers will imitate her mighty neighbor in good work and advocate and initiate needed reforms for woman's protection, and disallow any part of her territory to be used for concubiniants, or as harbor where womanhood shall be abused or degraded. We congratulate the American officers, who positively disallowed concubinage on the Canal Zone territory, and we trust this example will be a moral lesson for delinquent governments in Central America and those West Indian Islands where this evil is prevalent.

That this noble lesson be taught more effectively, we hope the heads of the various departments of the United States Government operating on the Zone, and other firms employing help, would instantly dismiss from their employment any man who wrongs a poor girl, then forsakes and leaves her to struggle alone with the burden of sorrow and shame. I do not think the money of the United States should be used in paying any man as wages whose life in the community is that

of debasing womanhood, whether that man resides in Panama or anywhere else, or is the citizen, subject or object of any known government.

The Pope of Rome declared that after studying the distinctive traits of the various nations, he has found that "the Americans" have the gift of tact unknown to other nationalities. May not the officers' "gift of tact" on the Zone be used to uplift and promote womanhood?

HER TREATMENT.

A famous observer and writer of human nature said: "I have found, with few exceptions, that woman can be persuaded by proper treatment to do right always, and even worship the object of her love and affection. I let my wife believe that she is the sweetest and finest angel on earth; that she is almost incapable of doing wilful wrong; that she has one of the biggest and greatest hearts among women; that I would at any time entrust my life to her care, and imperil it to save hers; that I was really fortunate to secure her as my wife; that she should have been born a princess, but I really thank God she was not, as some unworthy man in high official life, or some worthless prince would have married her instead of me. I always spoke kindly to her, and because she likes roses, I gave her occasionally a bunch of flowers; consulted her in matters of importance, and found that her suggestions were valuable and often indispensable. What do you think was the result? My wife honors, reverences and fairly worships me in return."

I believe what the above writer said, though it contains a taint of flattery. I think every man should be a manly man and show his natural colors. Yes, a true man should be kind and gentle to his wife and polite to everybody. Flattery, to my mind, should never be recommended, but from experience I agree with what is said above, as a little sprinkling of it does no harm, but rather a deal of good in dealing with the "queen of the home." In addition to it, should there not be a little playful fondling? And an occasional surprise in little gifts, praise for whatever the wife does well, an agreeable look and pleasant smile will help in bringing out the best quality that

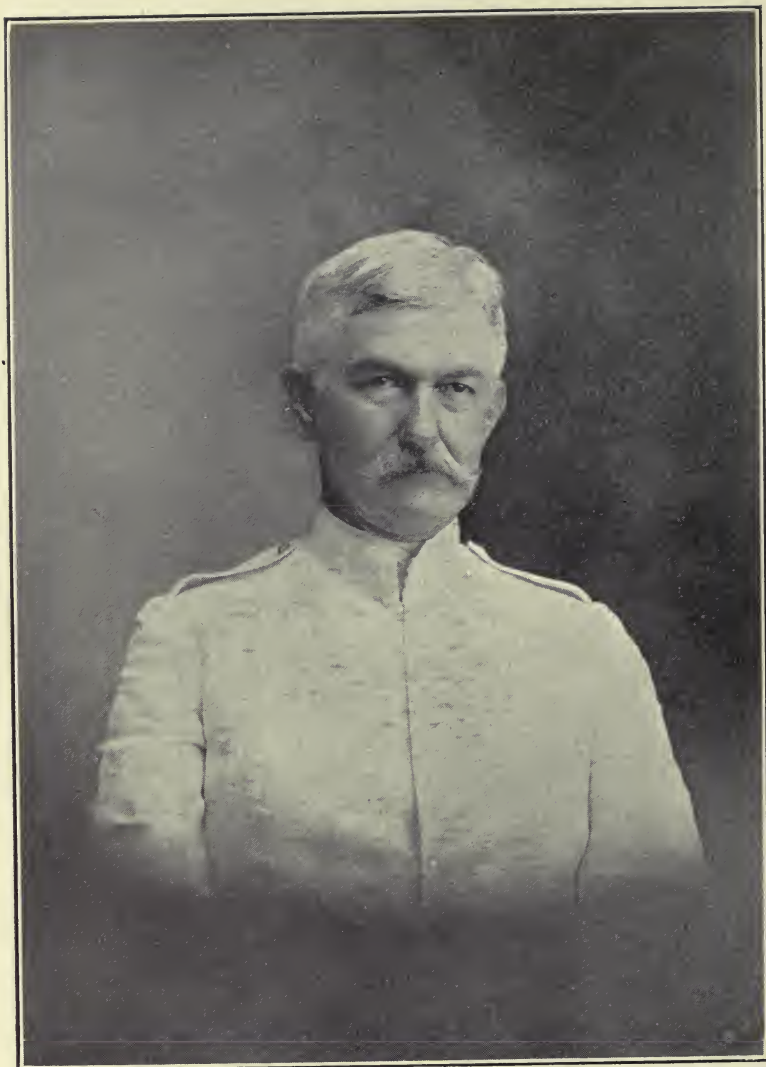
is in a woman. A true man should see that only the smallest portion of his troubles falls upon his wife.

A woman, as a general rule, will honor and respect the man in return who loves and esteems her above all others, because "love wins love." There is one very important point to bear in mind in dealing with this subject. If a horseman feeds and cares for his mare while she is in fold, and refuses to work her in order to get a good colt, or adopts similar methods to obtain the best offspring in other dumb animals, how much more should the proper care be taken of a wife, to obtain a good specimen and perpetuate the best specie of the human family?

Should not the would-be mother then be exempted from hard work, druggery and toil? Should she not be free as much as possible from care, worry, sorrow, anxiety, perplexity and weighty responsibility? Should she not receive extra care, kindness, attention, thoughtfulness and such other considerations as would enhance her delight and happiness? Is this the proper time for a poor woman to be cast off, starved, abused, forsaken and left to sigh alone, weep alone, grieve alone, while her seducer walks away and plays the "gentleman"? What do you think of such a man? Are you opposed, then, to proper protective laws for woman? I hear you say, No! no!! Do not forget, then, the following rules, which every man should strive to observe:

1. Every man should see his own daughter, wife, sister and mother in other men's daughters, wives, sisters and mothers, and exercise the same safeguard for the latter protection as he would like for others to treat his. This is the criterion of conduct that constitutes a true GENTLEMAN.
2. Let it be remembered that woman develops the nucleus, delivers and cares for the young, nutrifies the infant and affords the greatest pleasure to man; and as such she should not be wronged. Is it not justice that severe punishment should be meted out to the man who degrades her?

3. Indecent and profane language should never be used in the presence of a woman ; and the man who hits and beats her should in return be well lashed by law. The man who begets children then forsakes them for the mother alone to struggle and care for them, then uses his earnings for rum, whisky, cocktail or other drinks, while his children are in want and misery, should be whipped in a public square for his cruel and heartless offense.
4. "Each girl is a princess, each woman is queen. Your duty to them you should know."



COL. W. C. GORGAS, M. D., U. S. Army.

The chief sanitary officer through whose skill the Canal Zone is freed from the mosquito pest and converted into a health resort. His inestimable service facilitates the canal work and renders possible the completion of the stupendous task. Should not a suitable monument be erected at some public place on the Canal Zone to commemorate his undying fame? Why wait till a man is dead to cover his casket and hide it from view with profusions of wreaths and flowers? Why not honor his name and give him a bunch of roses while he lives that he might enjoy it? Let the Nation do to the Panama Canal scientists what was done for Admiral Dewey for annihilating the Spanish fleet in Manila Bay, because their achievements deserve recognition.

CHAPTER XVI.

THE UNITED STATES OFFER MADE TO THE REPUBLIC OF COLOMBIA.

Prior to the secession of Panama the United States of America offered to purchase the Canal Zone territory from the Republic of Colombia, for the purpose of digging a canal, by the following act of Congress:

“Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States is hereby authorized to acquire, for and on behalf of the United States, at a cost not exceeding forty millions of dollars, the rights, privileges, franchises, concessions, grants of land, right of way, unfinished work, plants and other property, real, personal and mixed, of every name and nature, owned by the New Panama Canal Company, of France, on the Isthmus of Panama, and all its maps, plans, drawings, records on the Isthmus of Panama and in Paris, including all the capital stock, not less, however, than sixty-eight thousand eight hundred and sixty-three shares of the Panama Railroad Company, owned by or held for the use of said Canal Company, provided a satisfactory title to all of said property can be obtained.

“Sec. 2. That the President is hereby authorized to acquire from the Republic of Colombia, for and on behalf of the United States, upon such terms as he may deem reasonable, perpetual control of a strip of land, the territory of the Republic of Colombia, not less than six miles in width, extending from the Caribbean Sea to the Pacific Ocean, and the right to use and dispose of the waters thereon, and to excavate, construct, and to perpetually maintain, operate and protect thereon a canal of such depth and capacity as will afford convenient passage of ships of the greatest tonnage and draft now in use, from the Caribbean Sea to the Pacific Ocean, which control shall include the right to per-

petually maintain and operate the Panama Railroad, if the ownership thereof, or a controlling interest therein, shall have been acquired by the United States, and also jurisdiction over said strip, and the ports at the end thereof, to make such police and sanitary rules and regulations as shall be necessary to preserve order and preserve the public health thereon, and to establish such judicial tribunals as may be agreed upon thereon as may be necessary to enforce such rules and regulations. The President may acquire such additional territory and rights from Colombia as in his judgment will facilitate the general purpose hereof.

“Sec. 3. That when the President shall have arranged to secure a satisfactory title to the property of the New Panama Canal Company, as provided in section (1) hereof, and shall have obtained by treaty control of the necessary territory from the Republic of Colombia as provided in section (2) hereof, he is authorized to pay for the property of the New Panama Canal Company forty millions of dollars, and to the Republic of Colombia such sum as shall have been agreed upon, and a sum sufficient for both said purposes is hereby appropriated out of any money in the Treasury not otherwise appropriated, to be paid on warrant or warrants drawn by the President.

“The President shall then, through the Isthmian Canal Commission, hereinafter authorized, cause to be excavated, constructed and completed, utilizing to that end, as far as practicable, the work heretofore done by the New Panama Canal Company, of France, and its predecessor company, a ship canal from the Caribbean Sea to the Pacific Ocean. Such canal shall be of sufficient capacity and depth as shall afford convenient passage for vessels of the largest tonnage and greatest draft now in use, and such as may be reasonably anticipated, and shall be supplied with all necessary locks and other appliances to meet the necessities of vessels passing through the same from ocean to ocean; and he shall also cause to be constructed such safe and commodious harbors at the termini of said canal, and make such provisions for defense as may be necessary for the safety and

protection of said canal and harbors; that the President is authorized for the purposes aforesaid to employ such persons as he may deem necessary, and to fix their compensation.

“Sec. 4. That should the President be unable to obtain for the United States a satisfactory title to the property of the New Panama Canal Company, and the control of the necessary territory of the Republic of Colombia and the rights mentioned in sections 1 and 2 of this Act, within a reasonable time and upon reasonable terms, then the President, having first obtained for the United States perpetual control by treaty of the necessary territory from Costa Rica and Nicaragua, upon terms which he may consider reasonable, for the construction, perpetual maintenance, operation and protection of a canal connecting the Caribbean Sea with the Pacific Ocean by what is commonly known as the Nicaragua route, shall, through the said Isthmian Canal Commission, cause to be excavated and constructed a ship canal and waterway from a point on the shore of the Caribbean Sea near Greytown, by way of Lake Nicaragua, to a point near Brito, on the Pacific Ocean. Said canal shall be of sufficient capacity and depth to afford convenient passage for vessels of the largest tonnage and greatest draft now in use, and such as may be reasonably anticipated, and shall be supplied with all necessary locks and other appliances to meet the necessities of vessels passing through the same from ocean to ocean, and he shall also construct such safe and commodious harbors at the termini of said canal as shall be necessary for the safe and convenient use thereof, and shall make such provisions for defense as may be necessary for the safety and protection of said harbors and canal; and such sum or sums of money as may be agreed upon by such treaty as compensation to be paid to Nicaragua and Costa Rica for the concessions and rights hereunder provided to be acquired by the United States are hereby appropriated out of any money in the Treasury not otherwise appropriated, to be paid on warrant or warrants drawn by the President.

“The President shall cause the said Isthmian Canal Commission to make such surveys as may be necessary for said canal and harbor to be made, and in making such surveys and in the construction of said canal may employ such persons as he may deem necessary, and may fix their compensation. In the excavation and construction of said canal the San Juan River and Lake Nicaragua, or such parts of each as may be made available, shall be used.

“Sec. 5. That the sum of ten million dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated toward the project herein contemplated by either route to be selected. And the President is hereby authorized to cause to be entered into such contract or contracts as may be deemed necessary for the proper excavation, construction, completion and defense of said canal, harbors and defenses, by the route finally determined upon under the provisions of this Act.

“Appropriations therefor shall from time to time be hereafter made, not to exceed in the aggregate the additional sum of one hundred and thirty-five millions of dollars, should the Panama route be adopted, or one hundred and eighty millions of dollars, should the Nicaragua route be adopted.

“Sec. 6. That in any agreement with the Republic of Colombia, or with the States of Nicaragua and Costa Rica, the President is authorized to guarantee to said Republic or to said States the use of said canal and harbors, upon such terms as may be agreed upon, for all vessels owned by said States or by citizens thereof.

“Sec. 7. That to enable the President to construct the canal, and works and appurtenances thereto, as provided in this Act, there is hereby created the Isthmian Canal Commission, the same to be composed of seven members, who shall be nominated and appointed by the President, by and with the advice and consent of the Senate, and who shall serve until the completion of said canal, unless sooner removed by the President, and one of whom shall be named as chairman of said Commission. Of the seven members of

said Commission, at least four of them shall be persons learned and skilled in the science of engineering, and of the four at least one shall be an officer of the United States Navy, and at least one shall be an officer of the United States Army, and said officers respectively being either upon the active or retired list of the Army or of the Navy. Said Commissioners shall each receive such compensation as the President shall prescribe until the same shall have been otherwise fixed by the Congress.

“In addition to the members of said Isthmian Canal Commission, the President is hereby authorized, through said Commission, to employ in said service any of the engineers of the United States Army at his discretion, and likewise to employ any engineer in civil life at his discretion, and any other persons necessary for the proper and expeditious prosecution of said work. The compensation of all such engineers and other persons employed under this Act shall be fixed by said Commission, subject to the approval of the President. The official salary of any officer appointed or employed under this act shall be deducted from the amount of salary or compensation provided by or which shall be fixed under the terms of this Act. Said Commission shall in all matters be subject to the direction and control of the President, and shall make to the President annually, and at such other periods as may be required, either by law or by the order of the President, full and complete reports of all their actings and doings and of all moneys received and expended in the construction of said work, and in the performance of their duties in connection with, which said reports shall be by the President transmitted to Congress.

“And the said Commission shall furthermore give to Congress, or either House of Congress, such information as may at any time be required, either by act of Congress or by the order of either House of Congress. The President shall cause to be provided and assigned for the use of the Commission such offices as may, with the suitable equipment of same, be necessary and proper, in his discretion, for the proper discharge of the duties thereof.

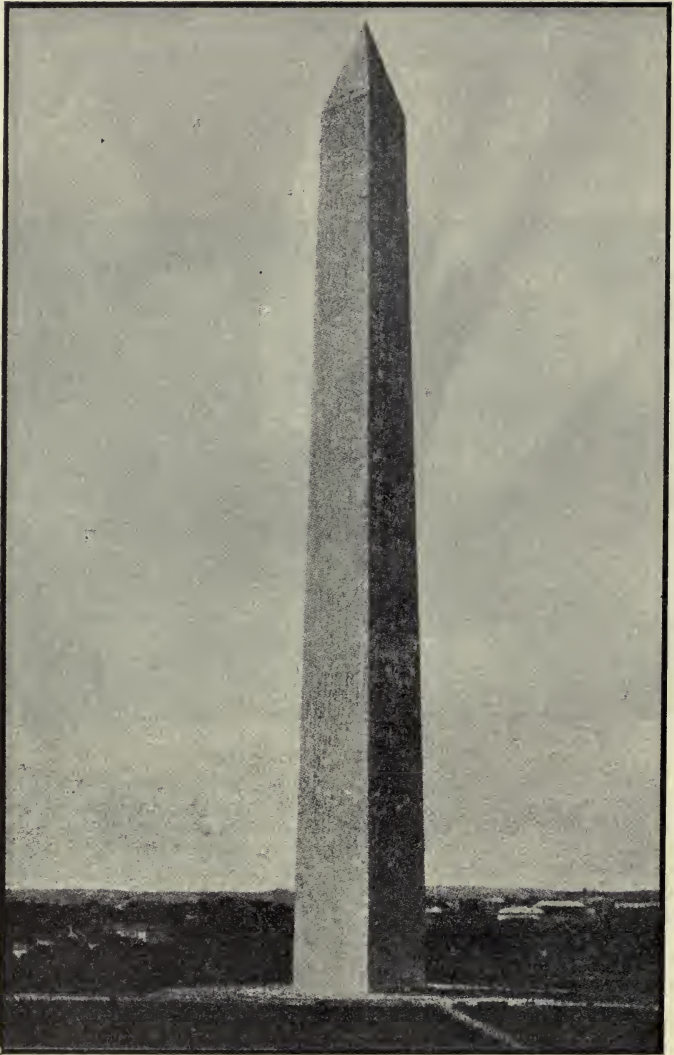
"Sec. 8. That the Secretary of the Treasury is hereby authorized to borrow on the credit of the United States from time to time, as the proceeds may be required to defray expenditures authorized by this act (such proceeds when received to be used only for the purpose of meeting such expenditures), the sum of one hundred and thirty million dollars, or so much thereof as may be necessary, and to prepare and issue therefor coupon or registered bonds of the United States, in such form as he may prescribe, and in denominations of twenty dollars or some multiple of that sum, in gold coin, at the pleasure of the United States, after ten years from the date of their issue, and payable thirty years from such date, and bearing interest payable quarterly in gold coin at the rate of two per centum per annum; and the bonds herein authorized shall be exempt from all taxes or duties of the United States, as well as from taxation in any form by or under state, municipal or local authority. Provided, that said bonds may be disposed of by the Secretary of the Treasury at not less than par, under such regulations as he may prescribe, giving to all citizens of the United States an equal opportunity to subscribe therefor, but no commissions shall be allowed or paid thereon; and a sum not exceeding one-tenth of one per centum of the amount of the bonds herein authorized is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to pay the expense of preparing, advertising and issuing the same."

Approved June 28, 1902.



THE BANK OF THE NATION.

The United States Treasury which supplies the money to defray the expenses of digging the Panama Canal. This massive building is 450 feet long and 250 feet wide. Mr. Hopkins, of Illinois, introduced a bill in Congress authorizing the Secretary of the Treasury to issue \$500,000,000 of bonds to build the Panama Canal, instead of the \$130,000,000 authorized by the Spooner Law passed when the Canal was bought from the Republic of Panama.



Washington Monument is 555 feet $5\frac{7}{8}$ inches high.
Wherever one goes in Washington, D. C., this dominating
feature is seen.

CHAPTER XVII.

THE PANAMA TREATY.

When Panama seceded from Colombia and established herself as a sovereign state, she accepted the offer of the United States of America, embodied in the Act of Congress (Chapter 16) and sold the right to the American Nation to build the canal under the following treaty :

PREAMBLE.

“The United States of America and the Republic of Panama being desirous to insure the construction of a ship canal across the Isthmus of Panama to connect the Atlantic and Pacific oceans, and the Congress of the United States of America having passed an act, approved June 28, 1902, in furtherance of that object, by which the President of the United States is authorized to acquire within a reasonable time the control of the necessary territory of the Republic of Colombia, and the sovereignty of such territory being actually vested in the Republic of Panama, the high contracting parties have resolved for that purpose to conclude a convention and have accordingly appointed as their plenipotentiaries—

“The President of the United States of America ; John Hay, Secretary of State,

and

“The Government of the Republic of Panama ; Philippe Bunau-Varilla, envoy extraordinary and minister plenipotentiary of the Republic of Panama, thereunto specially empowered by said Government, who, after communicating with each other their respective full powers, found to be in good and due form, have agreed upon and concluded the following articles :

ARTICLE I.

“The United States guarantees and will maintain the independence of the Republic of Panama.

ARTICLE II.

“The Republic of Panama grants to the United States in perpetuity the use, occupation and control of a zone of land and land under water for the construction, maintenance, operation, sanitation and protection of said canal of the width of ten miles, extending to the distance of five miles on each side of the center line of the route of the canal to be constructed; the said Zone beginning in the Caribbean Sea three marine miles from mean low-water mark and extending to and across the mean low-water mark, with the proviso that the cities of Panama and Colon and the harbors adjacent to said cities, which are included within the boundaries of the Zone above described, shall not be included within this grant. The Republic of Panama further grants to the United States in perpetuity the use, occupation and control of any other lands and waters outside of the Zone above described which may be necessary and convenient for the construction, maintenance, operation, sanitation and protection of the said canal or of any auxiliary canals or other works necessary and convenient for the construction, maintenance, operation, sanitation and protection of the said enterprise.

“The Republic of Panama further grants in like manner to the United States in perpetuity all islands within the limits of the Zone above described, and in addition thereto the group of small islands in the Bay of Panama, named Perico, Naos, Culebra and Flamenco.

ARTICLE III.

“The Republic of Panama grants to the United States all the rights, power and authority within the Zone mentioned and described in Article II of this agreement and within the limits of all auxiliary lands and waters mentioned and described in said Article II which the United States would possess and exercise if it were the sovereign of the territory within which said lands and waters are located to the entire exclusion of the exercise by the Republic of Panama of any such sovereign rights, power or authority.

ARTICLE IV.

“As rights subsidiary to the above grants the Republic of Panama grants in perpetuity to the United States the right to use the rivers, streams, lakes and other bodies of water within its limits for navigation, the supply of water or water power or other purposes, so far as the use of said rivers, streams, lakes and bodies of water and the waters thereof may be necessary and convenient for the construction, maintenance, operation, sanitation and protection of the said canal.

ARTICLE V.

“The Republic of Panama grants to the United States in perpetuity a monopoly for the construction, maintenance and operation of any system of communication by means of canal or railroad across its territory between the Caribbean Sea and the Pacific Ocean.

ARTICLE VI.

“The grants herein contained shall in no manner invalidate the titles or rights of private land-holders or owners of private property in the said Zone or in or to any of the lands or waters granted to the United States by the provisions of any article of this treaty, nor shall they interfere with the rights of way over the public roads passing through the said Zone or over any of the said lands or waters unless said rights of way or private rights shall conflict with rights herein granted to the United States, in which case the rights of the United States shall be superior. All damages caused to the owners of private lands or private property of any kind by reason of the grants contained in this treaty, or by reason of the operations of the United States, its agents or employers, or by reason of the construction, maintenance, operation, sanitation and protection of the said canal or of the works of sanitation and protection herein provided for, shall be appraised and settled by a joint commission appointed by the Governments of the United States and the Republic of Panama, whose decision as to such damages shall be final, and whose awards as to such damages shall be paid solely by the United States. No part of the work on said canal or the Panama Railroad or on any

auxiliary works relating thereto and authorized by the terms of this treaty, shall be prevented, delayed or impeded by or pending such proceedings to ascertain such damages. The appraisal of said private lands and private property and the assessment of damages to them shall be based upon their value before the date of this convention.

ARTICLE VII.

“The Republic of Panama grants to the United States within the limits of the cities of Panama and Colon and their adjacent harbors, and within the territory adjacent thereto, the right to acquire by purchase, or by the exercise of the right of eminent domain, any lands, buildings, water rights or other properties necessary and convenient for the construction, maintenance, operation and protection of the canal and of any works of sanitation, such as the collection and disposition of sewage and the distribution of water in the said cities of Panama and Colon, which, in the discretion of the United States, may be necessary and convenient for the construction, maintenance, operation, sanitation and protection of the said canal and railroad.

“All such works of sanitation, collection and disposition of sewage and distribution of water in the cities of Panama and Colon shall be made at the expense of the United States, and the Government of the United States, its agents or nominees shall be authorized to impose and collect water rates and sewerage rates which shall be sufficient to provide for the payment of interest and the amortization of the principle of the cost of said works within a period of fifty years, and upon the expiration of said term of fifty years the system of sewers and water works shall revert to and become the properties of the cities of Panama and Colon, respectively, and the use of the water shall be free to the inhabitants of Panama and Colon, except to the extent that water rates may be necessary for the operation and maintenance of said system of sewers and water.

“The Republic of Panama agrees that the cities of Panama and Colon shall comply in perpetuity with the sanitary

ordinances, whether of a preventive or curative character, prescribed by the United States, and in case the Government of Panama is unable or fails in its duty to enforce this compliance by the cities of Panama and Colon with the sanitary ordinances of the United States, the Republic of Panama grants to the United States the right and authority to enforce the same.

“The same right and authority are granted to the United States for the maintenance of public order in the cities of Panama and Colon, and the territories and harbors adjacent thereto, in case the Republic of Panama should not be, in the judgment of the United States, able to maintain such order.

ARTICLE VIII.

“The Republic of Panama grants to the United States all rights which it now has or hereafter may acquire to the property of the New Panama Canal Company and the Panama Railroad Company as a result of the transfer of sovereignty from the Republic of Colombia to the Republic of Panama over the Isthmus of Panama, and authorizes the New Panama Canal Company to sell and transfer to the United States its rights, privileges, properties and concessions, as well as the Panama Railroad and all the shares or part of the shares of that company; but the public lands situated outside of the Zone described in Article II. of this treaty, now included in the concessions to both said enterprises, and not required in the construction or operation of the canal, shall revert to the Republic of Panama, except any property now owned by or in the possession of said companies within Panama or Colon or the ports or terminals thereof.

ARTICLE IX.

“The United States agrees that the ports at either entrance of the canal and the waters thereof, and the Republic of Panama agrees that the towns of Panama and Colon, shall be free for all time, so that there shall not be imposed or collected custom-house tolls, tonnage, anchorage, light-

house, wharf pilot or quarantine dues, or any charges or taxes of any kind upon any vessel using or passing through the canal, or belonging to or employed by the United States, directly or indirectly, in connection with the construction, maintenance, operation, sanitation and protection of the main canal, or auxiliary works, or upon the cargo, officers, crew or passengers of any such vessels, except such tolls and charges as may be imposed by the United States for the use of the canal and other works, and except tolls and charges imposed by the Republic of Panama upon merchandise destined to be introduced for the consumption of the rest of the Republic of Panama, and upon vessels touching at the ports of Colon and Panama and which do not cross the canal.

“The Government of the Republic of Panama shall have the right to establish in such ports and in the towns of Panama and Colon such houses and guards as it may deem necessary to collect duties on importations destined to other portions of Panama and to prevent contraband trade. The United States shall have the right to make use of the towns and harbors of Panama and Colon as places of anchorage, and for making repairs, for loading, unloading, depositing or transshipping cargoes, either in transit or destined for the service of the canal and for other works pertaining to the canal.

ARTICLE X.

“The Republic of Panama agrees that there shall not be imposed any taxes, national, municipal, departmental or of any other class, upon the canal, the railways and auxiliary works, tugs and other vessels employed in the service of the canal, storehouses, workshops, offices, quarters for laborers, factories of all kinds, warehouses, wharves, machinery and other works, property and effects appertaining to the canal or railroad and auxiliary works, or their officers, employes situated within the cities of Panama and Colon, and that there shall not be imposed contributions or charges of a personal character of any kind upon officers, employes, laborers

and other individuals in the service of the canal and railroad and auxiliary works.

ARTICLE XI.

“The United States agrees that the official dispatches of the Government of the Republic of Panama shall be transmitted over any telegraph and telephone lines established for canal purposes and used for public and private business at rates not higher than those required from officials in the service of the United States.

ARTICLE XII.

“The Government of the Republic of Panama shall permit the immigration and free access to the lands and workshops of the canal and its auxiliary works of all employes and workmen, of whatever nationality, under contract to work upon or seeking employment upon or in any wise connected with the said canal and its auxiliary works, with their respective families, and all such persons shall be free and exempt from the military service of the Republic of Panama.

ARTICLE XIII.

“The United States may import at any time into the said Zone and auxiliary lands, free of custom duties, imposts, taxes or other charges, and without any restrictions, any and all vessels, dredges, engines, cars, machinery, tools, explosive, materials, supplies and other articles necessary and convenient in the construction, maintenance, operation, sanitation and protection of the canal and auxiliary works, and all provisions, medicines, clothing, supplies, and other things necessary and convenient for the officers, employes, workmen and laborers in the service and employ of the United States, and for their families. If any such articles are disposed of for use outside the Zone and auxiliary lands granted to the United States, and within the territory of the Republic, they shall be subject to the same import or other duties as like articles imported under the laws of the Republic of Panama.

ARTICLE XIV.

"As the price of compensation for the rights, powers and privileges granted in this convention by the Republic of Panama to the United States, the Government of the United States agrees to pay to the Republic of Panama the sum of ten million dollars (\$10,000,000) in gold coin of the United States on the exchange of the ratification of this convention, and also an annual payment during the life of this convention of two hundred and fifty thousand dollars (\$250,000) in like gold coin, beginning nine years after the date aforesaid.

"The provisions of this article shall be in addition to all other benefits assured to the Republic of Panama under this convention. But no delay or difference of opinion under this article or any other provisions of this treaty shall affect or interrupt the full operation and effect of this convention in all other respects.

ARTICLE XV.

"The joint commission referred to in Article VI shall be established as follows: The President of the United States shall nominate two persons and the President of the Republic of Panama shall nominate two persons, and they shall proceed to a decision; but in case of disagreement of the commission (by reason of their being equally divided in conclusion), an umpire shall be appointed by the two Governments who shall render the decision. In the event of the death, absence, or incapacity of a commissioner or umpire, or of his omitting, declining or ceasing to act, his place shall be filled by the appointment of another person in the manner above indicated. All decisions by a majority of the commission or by the umpire shall be final.

ARTICLE XVI.

"The two Governments shall make adequate provision by future agreement for the pursuit, capture, imprisonment, detention and delivery within said Zone and auxiliary lands to the authorities of the Republic of Panama of persons charged with the commitment of crimes, felonies, and misdemeanors without said Zone and auxiliary lands.

ARTICLE XVII.

“The Republic of Panama grants to the United States the use of all the ports of the Republic open to commerce as places of refuge for any vessels employed in the canal enterprise, and for all vessels passing or bound to pass through the canal which may be in distress and be driven to seek refuge in said ports. Such vessels shall be exempt from anchorage and tonnage dues on the part of the Republic of Panama.

ARTICLE XVIII.

“The canal, when constructed, and the entrances thereto shall be neutral in perpetuity, and shall be opened upon the terms provided for by Section 1 of Article III, and in conformity with all the stipulations of the treaty entered into by the Governments of the United States and Great Britain on November 18, 1901.

ARTICLE XIX.

“The Government of the Republic of Panama shall have the right to transport over the canal its vessels and its troops and munitions of war in such vessels at all times without paying charges of any kind. The exemption is to be extended to the auxiliary railway for the transportation of persons in the service of the Republic of Panama, or of the police force charged with the preservation of public order outside of said Zone, as well as to their baggage, munitions of war and supplies.

ARTICLE XX.

“If by virtue of any existing treaty in relation to the territory of the Isthmus of Panama, whereof the obligations shall descend or be assumed by the Republic of Panama, there may be any privilege or concession in favor of the Government or the citizens or subjects of a third power relative to an inter-oceanic means of communication which in any of its terms may be incompatible with the terms of the present convention, the Republic of Panama agrees to cancel or modify such treaty in due form, for which purpose it shall give to the said third power the requisite notification within the term of four months

from the date of the present convention, and in case the existing treaty contains no clause permitting its modifications or annulment, the Republic of Panama agrees to procure its modification or annulment in such form that there shall not exist any conflict with the stipulations of the present convention.

ARTICLE XXI.

“The rights and privileges granted by the Republic of Panama to the United States in the preceding articles are understood to be free of all anterior debts, liens, trusts or liabilities, or concessions or privileges to other governments, corporations, syndicates or individuals, and, consequently, if there should arise any claims on account of the present concessions and privileges or otherwise, the claimants shall resort to the Government of the Republic of Panama and not to the United States for any indemnity or compromise which may be required.

ARTICLE XXII.

“The Republic of Panama renounces and grants to the United States the participation to which it might be entitled in the future earnings of the canal under Article XV of the concessionary contract with Lucien N. B. Wyse, now owned by the New Panama Canal Company, and any and all other rights or claims of a pecuniary nature arising under or relating to said concession, or arising under or relating to the concessions to the Panama Railroad Company, or any extension or modification thereof; and it likewise renounces, confirms and grants to the United States, now and hereafter, all the rights and property reserved in the said concessions which otherwise would belong to Panama at or before the expiration of the terms of ninety-nine years of the concessions granted to or held by the above-mentioned party and companies, and all right, title and interest which it now has, or may hereafter have, in and to the lands, canal, works, property and rights held by the said companies under said concessions or otherwise, and acquired or to be acquired by the United States from or through the New Panama Canal Company, including any property and rights which might or may in the future either

by lapse of time, forfeiture or otherwise, revert to the Republic of Panama under any contracts or concessions, with said Wyse, the Universal Panama Canal Company, the Panama Railroad Company and the New Panama Canal Company.

“The aforesaid rights and property shall be and are free and released from any present or reversionary interest in or claims of Panama and the title of the United States thereto upon consummation of the contemplated purchase by the United States from the New Panama Canal Company, shall be absolute, so far as concerns the Republic of Panama, excepting always the rights of the Republic specially secured under this treaty.

ARTICLE XXIII.

“If it should become necessary at any time to employ forces for the safety or protection of the canal, or of the ships that make use of the same, or the railways and auxiliary works, the United States shall have the right, at all times and in its discretion, to use its police and its land and naval forces, or to establish fortifications for these purposes.

ARTICLE XXIV.

“No change either in the government or in the laws and treaties of the Republic of Panama shall, without the consent of the United States, affect any right of the United States under the present convention, or under any treaty stipulation between the two countries that now exists or may hereafter exist touching the subject-matter of this convention.

“If the Republic of Panama shall hereafter enter as a constituent into any other Government, or into any union or confederation of states, so as to merge her sovereignty or independence in such government, union or confederation, the rights of the United States under this convention shall not be in any respect lessened or impaired

ARTICLE XXV.

“For the better performance of the engagements of this convention and to the end of the efficient protection of the canal and the preservation of its neutrality, the Government of the Republic of Panama will sell or lease to the United States

lands adequate and necessary for naval or coaling stations on the Pacific Coast and on the Western Caribbean coast of the Republic at certain points to be agreed upon with the President of the United States.

ARTICLE XXVI.

“This convention, when signed by the plenipotentiaries of the contracting parties, shall be ratified by the respective Governments and the ratifications shall be exchanged at Washington at the earliest date possible.”

This Treaty was signed at Washington on November 18, 1903, and by the Republic of Panama on December 2, 1903, and by the United States Senate on February 23, 1904.



Latest view of the Culebra Cut, looking South, Panama Canal.

The Culebra Cut is the gigantic dividing barrier between the Atlantic and Pacific Oceans. In looking at the sides of this Cut, it appears as if every color of rocks enter into its formation. Stratas of gray rock, granite rock, calcarious rock, trap rock, etc., meet the gaze. Layers of clay of different textures can be seen. When I visited Culebra, this mighty Cut was between 650 and 700 feet deep. At Contractors' Hill 26 tons of dynamite were used once for the "Famous Blasting" on this "Mount of Death." The blasting is done chiefly at noon and night when the workers are gone away, so as to avoid accident and loss of life.

In the fall of 1907 President Roosevelt authorized the widening from 200 to 300 feet through the Culebra Cut from Las Cascades to Paraiso, a distance of four and one-half miles. The reason for this change was for the purpose of giving more room in the completed Canal to vessels passing through that section at night and lessening the danger of collisions which might result from the narrowness of the waterway.

CHAPTER XVIII.

THE GREAT WORK AT THE GATUN DAM.

Gatun Dam and the Culebra Cut are the two points of marvel and interest along the Canal waterway. To give an idea of the vastness of the work on the Gatun Dam, I quote from the Canal Record of January 6, 1909, the following authentic report of the Isthmian Canal Commission:

"The building of the Gatun Dam was begun on December 24, when the 20-inch suction dredge, No. 82, was set at work pumping sandy clay from a point 2,000 feet north of the dam site into the channel of the old French Canal. The part of the dam on which the fill is in progress is that embraced between the lock site, on the east slope of the Chagres valley at Gatun, and the hill through which the spillway is being built, known as Gatun Island. From the hills on the east to those on the west the dam will be about $1\frac{1}{2}$ miles long; the space between the rock toes is 1,200 feet in width; the top of the dam, according to the present plans, will be at 135 feet above sea-level, and the lowest level of the water impounded in Gatun Lake will be at 85 feet.

"A toe of Bas Obispo rock has been built from a point near the lock site to the spillway on the south side, and a similar toe has been built on the north side, the distance between the two toes being 1,200 feet. Suitable material pumped into the space between these two toes will form the dam. In the course of a month dredge No. 83 will be set at work, and later the dredge that is working on the north lock site will be used in dam construction. Each of these dredges, pumping such material as is required for the dam, should be able to deliver 150,000 cubic yards a month, or over 5,000,000 cubic yards a year. The total fill to be made is about 21,000,000 cubic yards.

"Before the dam material is pumped into the site the surface soil is removed. In the channel of the old French canal, where the fill is being made, the surface soil was washed

down until a suitable foundation for the hydraulic material was procured. A steam shovel is at work excavating the top soil in a strip 600 feet wide running across the valley, and the vegetation will be removed from all the area between the toes of the dam. Two 10-inch centrifugal pumps, driven by old French engines, are at work unwatering the old French channel while the filling is in progress.

"1,300,000 b. m. feet of sheet piling arrived on the Isthmus, and part of it has been delivered at Gatun. This piling is to be driven down into impermeable material across the valley along the axis of the dam, thus forming a water-tight core below the bottom of the hydraulic fill.

"The part of the dam that will extend from the west wall of the spillway to the hill on the west side of the valley cannot be built until the Chagres River, which now runs through a diversion channel between the spillway and the hills, has been turned through the spillway, and this will not be done until the concrete work in the spillway has been completed above the high-water line. Meanwhile, a trestle is being built across the spillway from the east side in order that the north toe may be extended as far as the diversion channel. The building of the toe on either side of the diversion channel will be continued, and a gap broad enough for the river to pass through will be left, to be filled up as soon as the river is diverted into the spillway.

THE SPILLWAY.

"The spillway extends through a small hill that rises in the middle of the dam site. Excavation for the north section is practically completed, only a few more days for work remaining for the two steam shovels now operating there. The work of lining the channel with concrete will be begun in February. Only that part between the north toe and the point where the regulating works will be located, a channel 1,200 feet long and 300 feet wide, will be lined during the present dry season. The heavier masonry will begin at the regulating works and extend south, forming part of the spillway channel and the entrance to it. Concrete work in the spillway will involve the

laying of over 250,000 cubic yards of concrete, and will extend over a period of three years.

"In the part of the channel that will be lined this season the floor will be four feet thick and the walls will extend 20 feet above the surface of the floor. The west wall will be built first, after which the floor and east wall will be constructed. Each wall will be eight feet thick at the top of the floor, and on the back will rise in four steps to a thickness of three feet at the top. The face will be on a 1 to 10 slope. Ninety thousand cubic yards are to be laid in this section, and it is expected that the work will be done at the rate of 500 cubic yards a day. The forms have already been built, and they provide for the laying of concrete in monoliths 40 feet long by 200 feet wide. The heaviest pieces of the forms for the walls weigh 4,800 pounds and will be handled by a locomotive crane operating in the spillway on tracts parallel to the sides.

"The concrete handling and mixing plant for the spillway is distinct from the plant which is being built for the locks. A dock has been erected on the old French canal just south of the south toe. Cement, sand and rock will be delivered alongside the dock in barges towed up from Cristobal. The first shipment of cement has arrived, and shipments of 2,000 barrels will be made from the States at intervals of five days during the progress of the work. A locomotive crane operating along the front of the dock will handle the cement from the boats to the storage sheds, and, by means of a clam-shell bucket, will likewise unload the sand and rock.

"Cars on a belt line railway, running beneath the dock, will be filled by gravity with sand, cement and rock in succession, and when loaded they will be pulled up by cable an incline 24 feet high to a platform above the mixers. Two mixers with a capacity of two cubic yards each, driven by an old French engine, which will develop 75 horsepower, will mix the materials. From the mixers the concrete will be dumped into two 2-yard buckets equipped with bottom dumps, and carried on flat cars built especially for that purpose. These cars will run over a railroad 4,000 feet long to the spillway, where the buckets will be lifted from the cars by a locomotive crane, and the material

will be placed. There will be two tracks between the mixing plant and the spillway, one on which the loaded cars will run to the forms, and the other for taking back the 'empties.' Five hundred cubic yards of concrete will be handled each day.

GATUN LOCKS.

"At the end of the year 1908 the amount of material that had been excavated from the site of the locks at Gatun was 2,789,734 cubic yards, and the excavation is more than half done. The work was begun in October, 1906, and for three months of that year it amounted to 26,628 cubic yards. In 1907 the excavation was 1,107,559 cubic yards, and in 1908 it amounted to 1,655,547 cubic yards. Up to the present time all the work has been done by steam shovels. Dredge No. 85, one of the 20-inch suction dredges, is now cutting its way into the site of the north or lowest locks, and it will take about 400,000 cubic yards from this chamber. Excavation in the south or upper chamber is practically completed. Work on the plant for handling materials, mixing and placing concrete is making rapid progress.

"At the power-house site the excavation for the intake tunnel is finished, and the work of laying concrete will soon begin. The steel work for the floor of the turbine room has been delivered, and part of the electrical machinery is on the ground.

"About 2,250,000 barrels of cement will be used in the concrete work for the locks, and about 2,000,000 cubic yards of concrete will be laid. Stone for the concrete will be quarried and crushed at Porto Bello, a harbor on the Caribbean Sea about fifteen miles east of Colon, and will be towed in barges to Cristobal, thence up the old French canal to the docks now in process of construction at Gatun. Sand will be carried from a village a few miles east of Porto Bello, and delivered in the same manner at Gatun. Cement will be delivered at New York harbor by the contractor and brought to the Isthmus in ships owned by the Panama Railroad Company. It will be carried in lighters to the Gatun docks.

"The materials will be handled from the barges at the docks and delivered at storage bins by cableways. From the bins the

sand, rock and cement will be run by gravity into electric cars, which will convey them to the mixers. The concrete will be dropped from the mixers into cars in which it will be delivered at various points along the lock site. Cableways stretching across the lock chambers will then lift the concrete from the cars and deliver it at the points desired."

CHAPTER XIX.

THE COMPLETION OF THE PANAMA CANAL.

Numerous in our day are persons with pessimistic views. They would not see any other but the dark side of any picture. And it is quite natural that this class of people would have something to say on the important topics of the day. They have made some dire predictions about the Panama Canal. Critics have been plentiful, but to them we appeal to reserve judgment in this canal case, and allow the diggers few years to "let the rocks rend and the dirt fly." One bright morning will dawn when pessimism shall be overthrown and the dream of centuries—of a waterway across the Isthmus of Panama—shall become a reality to be recorded for future generations to read.

SHALL THE UNITED STATES RULE THE WORLD?

Garbed in the robe of prophetic reasoning, Sir Walter Raleigh once declared that "The nation which controls the Isthmus of Panama would rule the world." Will that prophecy be fulfilled? There is an adage which says, "The straw tells which way the wind blows." The present indication points to the fulfilment of Raleigh's prophecy relative to the waterway across the Isthmus of Panama.

No one will doubt the fact that independent of the Panama Canal, the United States of America is the greatest Republic on the globe. England today is America's only real competitor. But the American Nation is only a century and a quarter old. In spite of her youth, she has rivaled every other country, including Great Britain, in nearly every branch of progress and industry. In the Republican platform of 1908, under the caption, "Equality of Opportunity," the following sentences appeared:

"Under the guidance of Republican principles the American people have become the richest nation in the world. Our

wealth today exceeds that of England and all her colonies, and that of France and Germany combined. When the Republican party was born the total wealth of the country was \$16,000,000,000. It has leaped to \$110,000,000,000 in a generation, while Great Britain has gathered but \$60,000,000,000 in 500 years.

"The United States now owns one-fourth of the world's wealth and makes one-third of all modern manufactured products. In the great necessities of civilization, such as coal, the motive power of all activity; iron, the chief basis of all industry; cotton, the staple foundation of all fabrics; wheat, corn and all the agricultural products that feed mankind, America's supremacy is undisputed. And yet her great natural wealth has been scarcely touched. We have a vast domain of nearly 3,000,000 square miles, literally bursting with latent treasure, still waiting the magic of capital and industry to be converted into the practical uses of mankind; a country rich in soil and climate, in the unharnessed energy of its rivers and in all the varied products of the field, the forest and the factory.

"With gratitude for God's bounty, with pride in the splendid productiveness of the past and with confidence in the plenty and prosperity of the future, the Republican party declares for the principles that in the development and enjoyment of wealth so great, and blessings so benign, there shall be equal opportunity for all."

From another source it is stated that "Recent estimates place the wealth of the people of the United States at \$107,104,211,917, which makes the per capita wealth to be \$1,310.11. The average person is worth \$400 more in the United States than in either Germany or Great Britain. These figures might be faulty, but as they are prepared by the best authorities in the respective countries, they furnish the basis for calculation."

No less distinguished an observer than the Right Hon. James Bryce, British Ambassador to the United States, said: "Ideals are as high in America as anywhere else in the world. You prize the things of the mind and soul as being the things which make the truest greatness of a nation. You can the more safely do so because your material prosperity is assured

by the marvelous resources at your command. All that can be measured in figures—be they figures of dollars, or tons, or bushels, or bales—you have already.

“Happy is your lot compared with that of the States of Europe, for you have no external enemy to fear; you need no vast fleets or armies to protect you. In your industries and trade there will, of course, be ups and downs, but your soil and your minerals are more than sufficient to provide an ever-expanding employment, with an ever-increasing wealth. The unique mission which Providence seems to have intrusted to you is to show the world how immense natural resources may be used, not in boastfulness or for luxury, but as a foundation on which to build up the highest form of natural life; to cultivate the delights which intellect and taste open to you; to set the noblest example of a people not only prosperous and free, but enlightened, happy and contented.”

But these questions may be asked: Will the completion of the Panama Canal add to the prestage of America? Will her already vast wealth, trade and industry be enhanced? Will her resources be more largely developed? Will her fame, strength and reputation be increased? The answer to all the above questions is “yes.”

The completion of that Isthmian waterway will place the American manufactures in easy touch with millions of people in the Latin Republics of Central and South America. All that will be needed is an adequate merchant marine to convey the American products through the canal and quickly disperse the goods along the Pacific coast in easy reach of the millions of consumers who will gladly purchase from us. Will there not be a new era of prosperity? But will that prosperity be confined only to the United States of America? Will not Canada, Mexico, Central and South American countries, the West Indian Islands, European States and the Oriental countries be benefitted? Think of the vast trade which now goes through the Straits of Magellan and around Cape Horn! Will not the great majority of that trade be sent through the Panama Canal instead?

THE VALUE OF THE PANAMA CANAL IS INESTIMABLE FROM A STRATEGIC VIEWPOINT, BUT WILL IT PAY IN DOLLARS AND CENTS?

No reasonable mind would expect the Panama Canal to pay for the first ten or fifteen years after its completion. If the canal cost an outlay of \$400,000,000 and interest at 3 per cent., it would require \$12,000,000 to meet the interest annually. To this amount add \$1,000,000 for the upkeep of the canal, and also the \$250,000 to be paid to the Republic of Panama yearly. The sum of \$13,250,000 will be necessary annually for the operation of the waterway.

If the tolls collected be about \$1.70 per ton on vessels similar to the amount charged by the Suez Canal managers, then it would require 7,794,117 tons of cargo yearly to produce sufficient revenue to pay the actual expenses without refunding any portion of the outlay. It can be supposed, therefore, that the canal will not be a paying enterprise from its completion. This does not make us pessimists. When it is remembered that 436,609 tons passed through the Suez Canal in 1870 and the tonnage increased to 13,401,835 tons in 1904, one is convinced that the Panama Canal will eventually pay in dollars and cents.

SUNDAY IN THE LATIN REPUBLICS.

What a difference when we contrast a Sunday spent in a Protestant country like the United States with one in the Spanish-American Republics! To satisfy my mind and see the indulgence with my natural eyes, I visited the Bull-fight arena one Sunday at Colon, and saw how man and beast wrestle in exciting combat for the amusement of the people. Thousands were gathered there at fifty cents and one dollar gold per ticket to see and enjoy the sport, but to me it was something sad and wicked.

One bull or steer is driven into the ring at a time. He charges furiously at one of the gladiators who attracted him, and so continues to dash at different bull-fighters stationed in the ring. When the animal is tired from charging at one fighter and then another, he is driven out and another driven

in. The Sunday I visited the arena, toward the closing of the sport, a sprightly steer was brought into the ring. He charged at the bull-fighters in a lively manner. Some of the expert fighters had hairbreadth escapes from being gored by the horns of the infuriated animal. Finally, one of the expert fighters drew a sword, and as the animal charged at him, he plunged the sword into his heart, and the defenseless steer sank to the ground and died, after groaning piteously. The sight was, indeed, sad to me, but as the animal fell with blood gushing through the wound, a loud cheer was given for the man who so dexterously plunged the sword of death into the animal's heart.

PRIESTS HOLD SWAY.

In these countries the Roman Catholic priests hold entire sway. Children attend school on Sunday with books and slates as they do any other day during the week. Roman catholicism may be a very decent religion in the United States, where the people are enlightened independent of their religious beliefs or creeds, but in countries where Catholic priests hold sway, things have a different aspect, and Sunday is sadly desecrated. The saying "El Domingo es el dia de recres"—Sunday is the sporting day—seems to be observed and practised in all the Latin Republics. Bull-fights and cock-fights are the regular Sunday games. A stroll through the streets of Colon or Panama on Sundays revealed to me a well-crowded market, selling in the stores, saloons, rum and whisky shops, bar-rooms (which are more numerous than any other place I know in the world for size), tailor shops, dressmaking establishments, barber shops, jewelers and all other business are carried on as is done on a mid-week day. Thousands of people gather about 10 o'clock at the lottery office to see and hear what number wins. We trust that the completion of the Panama Canal will bring about the change by which Sunday will be respected.

INVITATIONS TO THE NATIONS OF THE WORLD AT THE OPENING OF THE PANAMA CANAL.

Long before the last finishing touch is put upon the great locks and dams, and the last shovelful of dirt is removed,

the United States Government shall probably send invitations to all the nations of the earth to send representatives from their armies and navies to take part in the celebration which will mark the opening of the Panama Canal. Boats, canoes, crafts, sailing vessels, steamers, warships and vessels of all other kinds will be delighted to sail through the canal in the great celebration. We hope and wait for the great day.

RECOMMENDATIONS.

The completion of the Panama Canal will mark a new epoch in American history. It will bring the American nation to the foremost rank among the nations of the world. Other nations will imitate America and look up to her for example, advice and protection. Since this position is her destiny, should she not strive as much as possible to rid herself of her internal ills, that she might the better be able to guide other peoples?

As we glance over the States of the Union, and calmly look upon America's "dark spots," it will be found that our worst blot or stigma exists as the product of the color question. If America had no race question and its resultant evils over which to stumble, she could show the cleanest sheet today of any nation on the earth. Think of it! Should not every good citizen strive with brain, money or influence in every community to make his country the best and most exemplary country in the world? Let us cure our weaknesses and minimize our drawbacks so that outsiders may not have just cause to say to us, "Physician, heal thyself."

The weakest point in a construction should receive the most careful attention of the engineer. We should give careful study to the weakest part of our national construction, and as the race problem is becoming more and more the nation's stumbling block, we should give some attention to it.

In speaking on the race question, Dr. Booker T. Washington said: "In all things that are purely social we can be

as separate as the fingers, yet one as the hand in all things essential to material progress."

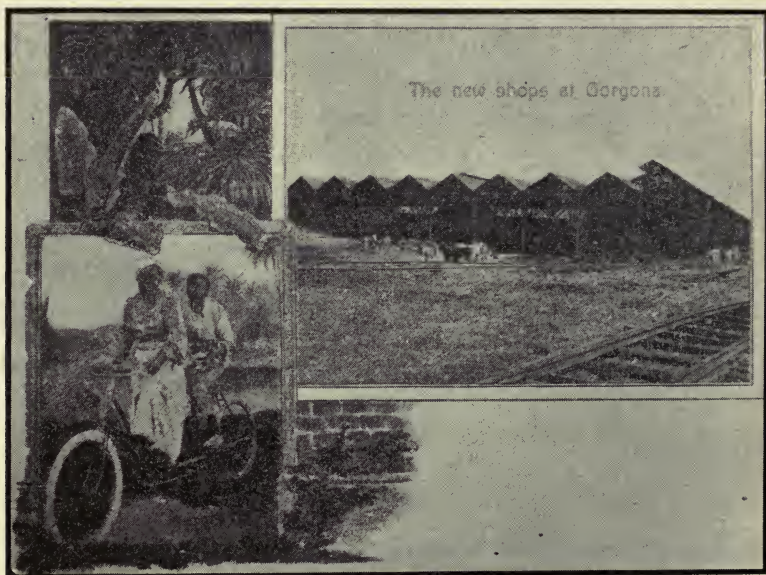
How astonishingly have the colored people progressed under the management of their own Bishops in the churches! What splendid work has been done among the race in their own schools! May we not then recommend that in all national organizations, such as the Red Cross Society, The National Civic Federation, etc., a colored committee be also appointed, to work in connection with the white committee, whose duty shall be to look after the interest and welfare of the colored people in any calamity, or wherever the necessity arises?

And as Congress has done for the Indians, why does it not agree to set aside a state of the Union, where all the colored people who desire would go and reside, to be governed by representatives of their own race under the Stars and Stripes, with the same right as any other state? This latter step would reduce the race friction 90 per cent. The country would soon be free from disfranchisement schemes, lynchings, race riots, race wars, and enhance the national standard and reputation 100 per cent.

Later or sooner this step will be the only safe course for the American Nation to take.

WONDERS OF THE WORLD.

1. The Egyptian Pyramids.
2. The Mausoleum erected by Artemisia.
3. The Temple of Diana at Ephesus and Solomon's Temple.
4. The Walls and Hanging Gardens of Babylon.
5. The Colisaeum at Rome built by Vespasian.
6. The Statue of Jupiter Olympus.
7. The Watch Tower at Alexandria.
8. Brooklyn Bridge built by Boblyn, and the City Hall, Philadelphia.
9. The Panama Canal when completed.



A Honeymoon Trip at
Panama.

The New Shops at Gorgona, Canal Zone.

A BASHFUL PANAMA LOVER'S WIT.

Resolution.

For more than a year I concealed my love,
 For lack of the courage to tell my Dove;
 But I'll try the first time again we meet,
 And speak out these words to that girl so sweet:

Chorus.

"I love you, oh, yes, to be sure, I do;
 Dear, believe me, for what I say is true."

He visits her and suggests a walk.

Let's walk down the lane on the shady side,
 And look o'er the fields and landscapes wide;
 Perhaps the heart with hid secrets to tell
 Will utter the words ere we say farewell.

Side by side Dove and I went down the lane,
 But I couldn't tell my love—it gave me pain—
 Along we strolled under large, shady trees,
 And talked of "fine weather" and "busy bees."

Near a leafy bow'r a bird twittered loud,
 "Just listen," said I, "to that charming sound;
 Oh, Dove! sweet Dove! what truth comes from that lair!
 Don't you hear the words ringing loud and clear?"

He proposes.

"No, Joe," said Dove, "I can't understand birds;
 If you can, tell me what it sings and chirps."
 "Yes," said I, "that bird is singing this song:
 I LOVE YOU, I LOVE YOU, o'er a year long."

A smile angelic crept over Dove's face,
 But went as she said: "Our steps we'll retrace."
 Could it be that my words would crush her pride?
 And blast my hopes for her hand as my bride?

She accepts.

O'erhead, as we went, another bird sung.

Dove asked: "Can you tell, too, what this bird says?"

"No," said I; "your first bird chirped I LOVE YOU."

Said Dove: "My last bird sings, SHOW IT! SHOW IT!"

They are filled with joy.

Joe stretched out his hands, Dove grasped them and said:

"Yes, I accept you; when you wish we'll wed."

"Thank Heaven!" said I, "for these two fine birds,

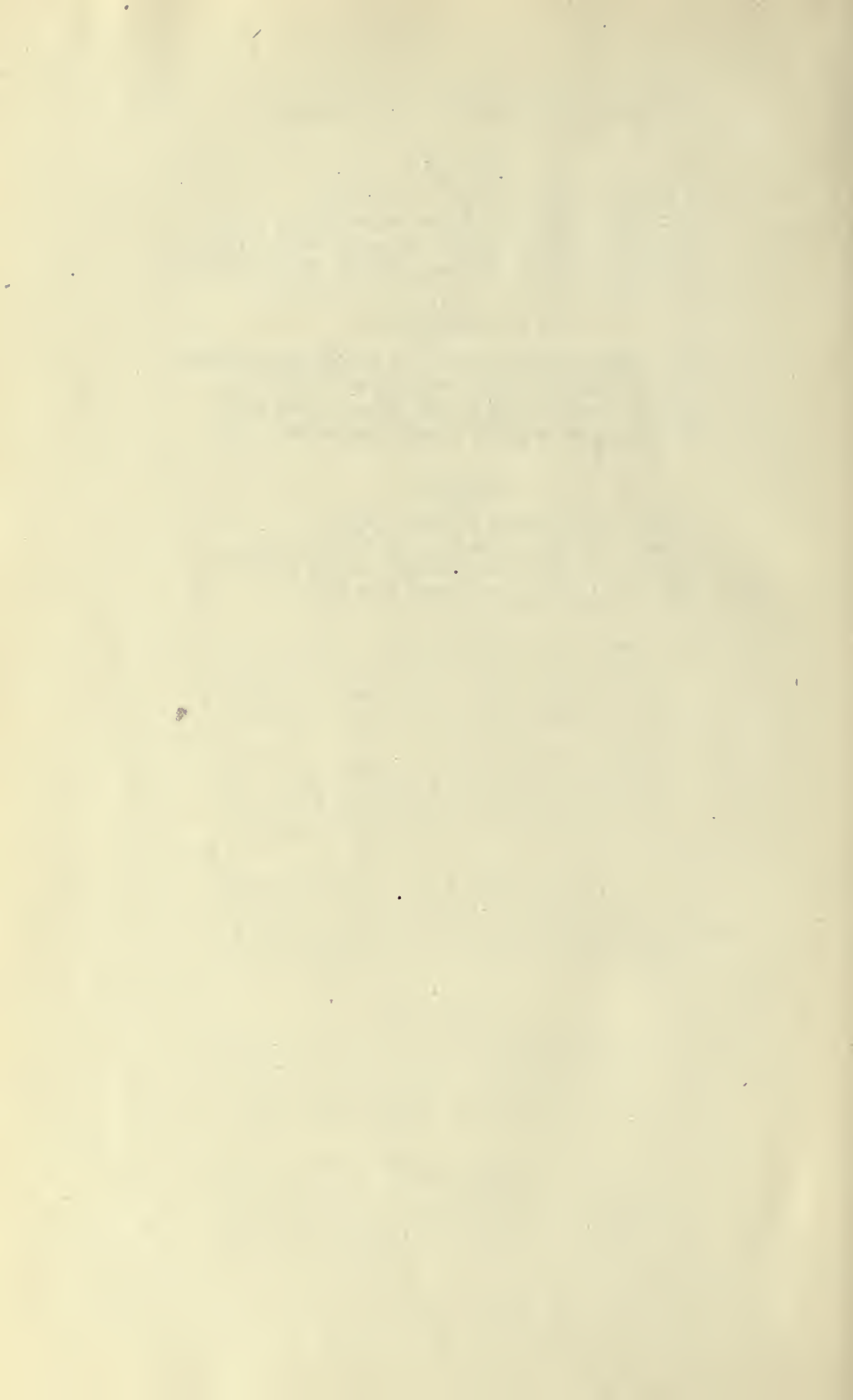
Which sing my intention in such plain words."

They marry.

"Let us marry tonight at eight o'clock."

"It suits me," Dove said, "if I get a frock."

"Yes, here is the money, and there are the stores,
Hurry, and we'll marry within your doors."



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To become a member of this Organization, please sell four copies of this book—Searchlight On The Panama Canal—which tells all about the needs of the colored canal diggers and their families, also all other necessary information about the Panama Canal. After the expense of publication, etc., is deducted, 50 per cent. of the funds from the sale of this book will be utilized to establish Y. M. C. A. and Woman's Clubs for needy colored canal diggers. Everybody should help.

In due time all the members of the Uplift Organization will be requested to sign a petition and send it to the President of the United States and the Civic Federation at New York that permission and help be given to establish Y. M. C. A. and Woman's Clubs for the colored canal diggers as has been done for the whites. To become a member send me the price for four books and the following note:

*Secretary Uplift Organization,
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